

# NACOmatic

Effective: 17-December-2009

Expires: 11-February-2010

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## GENERAL INFORMATION

This Airport/Facility Directory is a Civil Flight Information Publication published and distributed every eight weeks by the National Aeronautical Charting Office, FAA, Department of Transportation, Silver Spring, Maryland 20910. It is designed for use with Aeronautical Charts covering the conterminous United States, Puerto Rico and the Virgin Islands.

This directory contains all open to the public airports, seaplane bases and heliports, military facilities, and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally, this directory contains communications data, navigational facilities and certain special notices and procedures.

Military data contained within this publication is provided by the National Geospatial-Intelligence Agency and is intended to provide reference data for military and/or joint civil/military airports. Not all military data contained in this publication is applicable to civil users.

## CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

**CRITICAL** information such as equipment malfunction, abnormal field conditions, hazards to flight, etc., should be reported as soon as possible to the nearest FAA facility, either in person or by reverse charge telephone call.

**FOR AIRPORT SUPPLEMENT REVISIONS FORM VISIT WEB SITE:** <http://nfdc.faa.gov/portal/airportchanges.do>

FAA, Aeronautical Information Services, ATO-R, Rm. 626  
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Washington, DC 20591  
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Fax 202-267-5322  
Email 9-ATOR-HQ-AIS-AIRPORTCHANGES@FAA.GOV

NOTICE: Changes must be received by the Aeronautical Information Services as soon as possible but not later than the "cut-off" dates listed below to assure publication on the desired effective date.

|                | Airport Information | Airspace Information* |
|----------------|---------------------|-----------------------|
| Effective Date | Cut-off date        | Cut-off date          |
| 17 Dec 09      | 4 Nov 09            | 15 Oct 09             |
| 11 Feb 10      | 30 Dec 09           | 10 Dec 09             |
| 8 Apr 10       | 24 Feb 10           | 4 Feb 10              |
| 3 Jun 10       | 21 Apr 10           | 1 Apr 10              |
| 29 Jul 10      | 16 Jun 10           | 27 May 10             |
| 23 Sep 10      | 11 Aug 10           | 22 Jul 10             |

\*Including changes to preferred routes and graphic depictions on charts.

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Frequently asked questions (FAQs) are answered on our web site at [www.naco.faa.gov](http://www.naco.faa.gov).

See the FAQs prior to contact via toll free number.

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or any authorized FAA Chart Agent

New or Changed Information—To alert users of new information or changes to information from the previous issue, a vertical line will be portrayed in the outside margin and extending the full length of the new and/or revised data. This will not apply to the front cover or the airport/facility directory listing.

This Airport/Facility Directory comprises part of the following sections of the United States Aeronautical Information Publication (AIP): GEN, ENR and AD.



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## ABBREVIATIONS

The following abbreviations/acronyms are those commonly used within this Directory. Other abbreviations/acronyms may be found in the Legend and are not duplicated below. The abbreviations presented are intended to represent grammatical variations of the basic form. (Example—"req" may mean "request", "requesting", "requested", or "requests").

|        |   |       |                                       |
|--------|---|-------|---------------------------------------|
| AAF    | Army Air Field  | byd   | beyond                                |
| AB     | Airbase   | C     | Commercial Circuit (Telephone)        |
| abv    | above   | CGAF  | Coast Guard Air Facility              |
| ACC    | Air Combat Command; Area Control Center               | CGAS  | Coast Guard Air Station               |
| acft   | aircraft  | CIV   | Civil                                 |
| ADCC   | Air Defense Control Center                            | clsd  | closed                                |
| AER    | approach end rwy                                      | comd  | command                               |
| AFB    | Air Force Base  | CONUS | Continental United States             |
| AFHP   | Air Force Heliport                                    | CSTMS | Customs                               |
| afld   | airfield  | ctc   | contact                               |
| AFOD   | US Army Flight Operations Detachment                  | cti   | control                               |
| AFRC   | Armed Forces Reserve Center/Air Force Reserve Command | dalgt | daylight                              |
| AFSS   | Automated Flight Service Station                      | Dec   | December                              |
| AG     | Agriculture   | DIAP  | DoD Instrument Approach Procedure     |
| A-GEAR | Arresting Gear  | DoD   | Department of Defense                 |
| AGL    | above ground level                                    | DSN   | Defense Switching Network (Telephone) |
| AHP    | Army heliport   | dspld | displaced                             |
| ALS    | Approach Light System                                 | durn  | duration                              |
| alt    | altitude  | eff   | effective                             |
| AMC    | Air Mobility Command                                  | emerg | emergency                             |
| ANGS   | Air National Guard Station                            | EOR   | End of Runway                         |
| apch   | approach  | ETA   | Estimated Time of Arrival             |
| Apr    | April   | ETD   | Estimated Time of Departure           |
| APU    | Auxiliary Power Unit                                  | exc   | except                                |
| ARB    | Air Reserve Base                                      | extd  | extend                                |
| arpt   | airport   | FBO   | fixed-base operator                   |
| ARS    | Air Reserve Station                                   | Feb   | February                              |
| AS     | Air Station   | fld   | field                                 |
| ASDE-X | Airport Surface Detection Equipment—Model X           | FLIP  | Flight Information Publication        |
| ASU    | Aircraft Starting Unit                                | flt   | flight                                |
| ATC    | Air Traffic Control                                   | flw   | follow                                |
| Aug    | August  | Fri   | Friday                                |
| AUW    | All Up Weight (gross weight)                          | FSS   | Flight Service Station                |
| avbl   | available   | GA    | glide angle                           |
| bcn    | beacon  | GCA   | Ground Controlled Approach            |
| blo    | below   | GS    | glide slope                           |
|        |   | haz   | hazard                                |
|        |   | HQ    | Headquarters                          |

CONTINUED ON NEXT PAGE

## CONTINUED FROM PRECEDING PAGE

|       |   |          |   |
|-------|---|----------|---|
| hr    | hour                                      | npi      | non precision instrument                                |
| IAP   | Instrument Approach Procedure             | NS ABTMT | Noise Abatement   |
| ICAO  | International Civil Aviation Organization | NSTD     | nonstandard   |
| IFR   | Instrument Flight Rules                   | ntc      | notice  |
| ILS   | Instrument Landing System                 | obsn     | observation   |
| IM    | Inner Marker                              | Oct      | October   |
| IMG   | Immigration                               | OLF      | Outlying Field  |
| incr  | increase                                  | opr      | operate, operator, operational                          |
| indef | indefinite                                | ops      | operations  |
| ints  | intensity                                 | OTS      | out of service  |
| invo  | in the vicinity of                        | ovrn     | overrun   |
| IMC   | Instrument Meteorological Conditions      | PAEW     | personnel and equipment working                         |
| Jan   | January                                   | pat      | pattern   |
| JASU  | Jet Aircraft Starting Unit                | p-line   | power line  |
| JOAP  | Joint Oil Analysis Program                | PMSV     | Pilot-to-Metro Service                                  |
| JOSAC | Joint Operational Support Airlift Center  | POL      | Petrol, Oils and Lubricants                             |
| JRB   | Joint Reserve Base                        | PPR      | prior permission required                               |
| Jul   | July                                      | PRM      | Precision Runway Monitoring                             |
| Jun   | June                                      | PTD      | Pilot to Dispatcher                                     |
| Kt    | Knots                                     | RAMCC    | Regional Air Movement Control Center                    |
| LAA   | Local Airport Advisory                    | req      | request   |
| LAHSO | Land and Hold Short Operations            | rgt tfc  | right traffic   |
| lbs   | pounds                                    | RON      | Remain Overnight  |
| ldg   | landing                                   | rqr      | require   |
| lgt   | lighted                                   | rstd     | restricted  |
| lgts  | lights                                    | RSRS     | reduced same runway separation                          |
| LMM   | Compass locator at Middle Marker ILS      | rw       | runway  |
| LOC   | Localizer                                 | Sat      | Saturday  |
| LOM   | Compass locator at Outer Marker ILS       | SELF     | Strategic Expeditionary Landing Field                   |
| ltd   | limited                                   | Sep      | September   |
| MACC  | Military Area Control Center              | SFA      | Single Frequency Approach                               |
| Mar   | March                                     | sfc      | surface   |
| MCAF  | Marine Corps Air Facility                 | SFRA     | Special Flight Rules Area                               |
| MCALF | Marine Corps Auxiliary Landing Field      | SOAP     | Spectrometric Oil Analysis Program                      |
| MCAS  | Marine Corps Air Station                  | SOF      | Supervisor of Flying                                    |
| MCB   | Marine Corps Base                         | SPB      | Seaplane Base   |
| med   | medium                                    | SR       | sunrise   |
| METRO | Pilot-to-Metro voice call                 | SS       | sunset  |
| Mil   | military                                  | std      | standard  |
| min   | minute                                    | Sun      | Sunday  |
| MLS   | Microwave Landing System                  | svc      | service   |
| MM    | Middle Marker of ILS                      | tfc      | traffic   |
| Mon   | Monday                                    | thld     | threshold   |
| MP    | Maintenance Period                        | Thu      | Thursday  |
| MSL   | mean sea level                            | tkf      | take-off  |
| MSAW  | minimum safe altitude warning             | tmpry    | temporary   |
| NAAS  | Naval Auxiliary Air Station               | tran     | transient   |
| NADC  | Naval Air Development Center              | Tue      | Tuesday   |
| NADEP | Naval Air Depot                           | twr      | tower   |
| NAEC  | Naval Air Engineering Center              | twy      | taxiway   |
| NAES  | Naval Air Engineering Station             | UC       | Under Construction                                      |
| NAF   | Naval Air Facility                        | USA      | United States Army                                      |
| NALCO | Naval Air Logistics Control Office        | USAF     | United States Air Force                                 |
| NALO  | Navy Air Logistics Office                 | USCG     | United States Coast Guard                               |
| NALF  | Naval Auxiliary Landing Field             | USN      | United States Navy                                      |
| NAS   | Naval Air Station                         | V        | Defense Switching Network (telephone, formerly AUTOVON) |
| NAWC  | Naval Air Warfare Center                  | VFR      | Visual Flight Rules                                     |
| NAWS  | Naval Air Weapons Station                 | VIP      | Very Important Person                                   |
| ngt   | night                                     | VMC      | Visual Meteorological Conditions                        |
| NOLF  | Naval Outlying Field                      | Wed      | Wednesday   |
| Nov   | November                                  | wx       | weather   |

# DIRECTORY LEGEND

## SAMPLE

① CITY NAME  
 ② AIRPORT NAME (ALTERNATE NAME) (LTS) (KLTS) CIV/MIL 3 N UTC-6(-5DT) N34°41.93' W99°20.20' JACKSONVILLE  
 ③ 200 B S4 FUEL 100 OX 1 TPA-1000(800) AOE Class IV, ARFF Index A NOTAM FILE ORL Not insp. COPTER  
 ④ ⑤ ⑥ ⑦ ⑧ ⑨ H-46, L-19C IAP, DIAP, AD

⑩ RWY 18-36: H12004X200 (ASPH-CONC-GRVD)  
 S-90, D-160, DT-300 PCN 80 R/B/W/T HIRL CL  
 RWY 18: LDIN. MALSF. TDZL. REIL. PAPI(P2R)—GA 3.0° TCH 36'.  
 Thld displcd 300'. Trees. Rgt tfc. 0.3% up.  
 RWY 36: ALSF1. 0.4% down.  
 RWY 09-27: H6000X150 (ASPH) MIRL  
 RWY 173-353: H3515X150 (ASPH-PFC) AUW PCN 59 F/A/W/T

⑪ LAND AND HOLD SHORT OPERATIONS  
 LANDING HOLD SHORT POINT DIST AVBL  
 RWY 18 09-27 6500  
 RWY 36 09-27 5400

⑫ RUNWAY DECLARED DISTANCE INFORMATION  
 RWY 18: TORA-12004 TODA-12704 ASDA-11704 LDA-11504  
 RWY 36: TORA-12004 TODA-12004 ASDA-12004 LDA-11704

⑬ ARRESTING GEAR/SYSTEM  
 RWY 18 → HOOK E5 (65' OVRN) BAK-14 BAK-12B (1650')  
 BAK-14 BAK-12 (B) (1087') HOOK E5 (74' OVRN) ← RWY 36

⑭ MILITARY SERVICE: A-GEAR E-5 connected on dep end, disconnected on  
 apch end. JASU 3(AM32A-60) 2(A/M32A-86)

⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿

⑳ FUEL J8(Mil) (NC-100, A) FLUID W SP PRESAIR LOX  
 OIL O-128 TRAN ALERT Avbl 1300-0200Z†, svc limited weekends.

㉑ AIRPORT REMARKS: Special Air Traffic Rules—Part 93, see Regulatory Notices. Attended 1200-0300Z†. Parachute  
 Jumping. Deer invov arpt. Heavy jumbo jet training surface to 9000'. Twy A clsd indef. Flight Notification Service  
 (ADCUS) avbl.

㉒ MILITARY REMARKS: ANG PPR/Official Business Only. Base OPS DSN 638-4390, C503-335-4222. Ctc Base OPS 15  
 minutes prior to ldg and after dep. Limited tran parking.

㉓ WEATHER DATA SOURCES: AWOS-1 120.3 (202) 426-8000. LLWAS.

㉔ COMMUNICATIONS: SFA ATIS 127.25 273.5 (202) 426-8003 UNICOM 122.95 PTD 372.2  
 NAME FSS (ORL) on arpt. 123.65 122.65 122.2  
 NAME RCO 112.2T 112.1R (NAME RADIO)  
 NAME APP/DEP CON 128.35 257.725 (1200-0400Z†)  
 TOWER 119.65 255.6 (1200-0400Z†) GND CON 121.7 GCO 135.075 (ORLANDO CLNC) CLNC DEL 125.55  
 NAME COMD POST (GERONIMO) 311.0 321.4 6761 PMSV METRO 239.8 NAME OPS 257.5

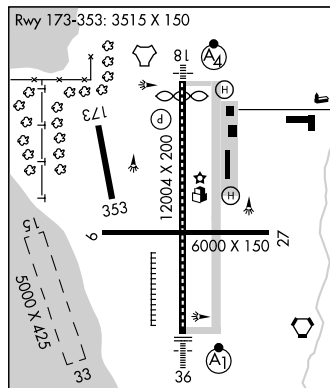
㉕ AIRSPACE: CLASS B See VFR Terminal Area Chart.

㉖ RADIO AIDS TO NAVIGATION: NOTAM FILE ORL. VHF/DF ctc FSS.  
 (H) VORTAC 112.2 MCO Chan 59 N28°32.55' W81°20.12' at fld. 1110/8E.  
 (H) TACAN Chan 29 CBU (109.2) N28°32.65' W81°21.12' at fld. 1115/8E.  
 HERNY NDB (LOM) 221 OR N28°37.40' W81°21.05' 177° 5.4 NM to fld.  
 ILS/DME 108.5 I-ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.  
 ASR/PAR (1200-0400Z†)

㉗ COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

HELIPAD H1: H100X75 (ASPH)  
 HELIPAD H2: H60X60 (ASPH)  
 HELIPOINT REMARKS: Helipad H1 lctd on general aviation side and H2 lctd on air carrier side of arpt.

187 TPA 1000(813)  
 WATERWAY 15-33: 5000X425 (WATER)  
 SEAPLANE REMARKS: Birds roosting and feeding areas along river banks. Seaplanes operating adjacent to SW side of  
 arpt not visible from twr and are required to ctc twr.



All bearings and radials are magnetic unless otherwise specified.  
 All mileages are nautical unless otherwise noted.

All times are Coordinated Universal Time (UTC) except as noted.

All elevations are in feet above/below Mean Sea Level (MSL) unless otherwise noted.

The horizontal reference datum of this publication is North American Datum of 1983 (NAD83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

10

# SKETCH LEGEND

## RUNWAYS/LANDING AREAS

|                                |   |
|--------------------------------|---|
| Hard Surfaced .....            |  |
| Metal Surface .....            |  |
| Sod, Gravel, etc. ....         |  |
| Light Plane, ....              |  |
| Ski Landing Area or Water      |  |
| Under Construction .....       |  |
| Closed .....                   |  |
| Helicopter Landings Area ..... |  |
| Displaced Threshold .....      |  |
| Taxiway, Apron and Stopways .. |  |






## MISCELLANEOUS BASE AND CULTURAL FEATURES

|                               |   |
|-------------------------------|---|
| Buildings .....               |    |
| Power Lines .....             |    |
| Fence .....                   |    |
| Towers .....                  |    |
| Tanks .....                   |    |
| Oil Well .....                |  |
| Smoke Stack .....             |  |
| Obstruction .....             |  |
| Controlling Obstruction ..... |  |
| Trees .....                   |  |
| Populated Places .....        |  |
| Cuts and Fills .....          |  |
| Cliffs and Depressions ..     |  |
| Ditch .....                   |  |
| Hill .....                    |  |

## RADIO AIDS TO NAVIGATION

















|            |   |              |   |
|------------|---|--------------|---|
| VORTAC ... |  | VOR .....    |  |
| VOR/DME .. |  | NDB .....    |  |
| TACAN .... |  | NDB/DME .... |  |

## MISCELLANEOUS AERONAUTICAL FEATURES

|                      |   |
|----------------------|---|
| Airport Beacon ..... |  |
| Wind Cone .....      |  |
| Landing Tee .....    |  |
| Tetrahedron .....    |  |
| Control Tower .....  |  |

## APPROACH LIGHTING SYSTEMS

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1) Negative symbology, e.g., (A1) (V) indicates Pilot Controlled Lighting (PCL).

|  |  |
|--|--|
| Runway Centerline Lighting .....   |    |
| (A) Approach Lighting System ALSF-2 ..   |    |
| (A1) Approach Lighting System ALSF-1 ..  |    |
| Short Approach Lighting System SALS/SALSF .....  |    |
| (A2) Simplified Short Approach Lighting System (SSALR) with RAIL .....   |   |
| (A3) Medium Intensity Approach Lighting System (MALS and MALSF)/(SSALS and SSALF) .....                            |  |
| (A4) Medium Intensity Approach Lighting System (MALSR) and RAIL .....  |  |
| (A5) Omnidirectional Approach Lighting System (ODALS) .....  |  |
| (D) Navy Parallel Row and Cross Bar ..   |  |
| (F) Air Force Overrun .....  |  |
| (V) Visual Approach Slope Indicator with Standard Threshold Clearance provided                                     |  |
| (V2) Pulsating Visual Approach Slope Indicator (PVASI)   |  |
| (V3) Visual Approach Slope Indicator with a threshold crossing height to accommodate long bodied or jumbo aircraft |  |
| (V4) Tri-color Visual Approach Slope Indicator (TRCV)  |  |
| (V5) Approach Path Alignment Panel (APAP)  |  |
| (P) Precision Approach Path Indicator (PAPI)   |  |

## LEGEND

This directory is a listing of data on record with the FAA on all open to the public airports, military facilities and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the conterminous United States, Puerto Rico and the Virgin Islands. Joint civil/military and civil airports are listed alphabetically by state, associated city and airport name and cross-referenced by airport name. Military facilities are listed alphabetically by state and official airport name and cross-referenced by associated city name. Nav aids, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

The listing of an open to the public airport in this directory merely indicates the airport operator's willingness to accommodate transient aircraft, and does not represent that the facility conforms with any Federal or local standards, or that it has been approved for use on the part of the general public. Military and private use facilities published in this directory are open to civil pilots only in an emergency or with prior permission. See Special Notice Section, Civil Use of Military Fields.

The information on obstructions is taken from reports submitted to the FAA. Obstruction data has not been verified in all cases. Pilots are cautioned that objects not indicated in this tabulation (or on the airports sketches and/or charts) may exist which can create a hazard to flight operation. Detailed specifics concerning services and facilities tabulated within this directory are contained in the Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

The legend items that follow explain in detail the contents of this Directory and are keyed to the circled numbers on the sample on the preceding pages.

### ① CITY/AIRPORT NAME

Civil and joint civil/military airports and facilities in this directory are listed alphabetically by state and associated city. Where the city name is different from the airport name the city name will appear on the line above the airport name. Airports with the same associated city name will be listed alphabetically by airport name and will be separated by a dashed rule line. A solid rule line will separate all others. FAA approved helipads and seaplane landing areas associated with a land airport will be separated by a dotted line. Military airports are listed alphabetically by state and official airport name.

### ② ALTERNATE NAME

Alternate names, if any, will be shown in parentheses.

### ③ LOCATION IDENTIFIER

The location identifier is a three or four character FAA code followed by a four-character ICAO code assigned to airports. ICAO codes will only be published at joint civil/military, and military facilities. If two different military codes are assigned, both codes will be shown with the primary operating agency's code listed first. These identifiers are used by ATC in lieu of the airport name in flight plans, flight strips and other written records and computer operations. Zeros will appear with a slash to differentiate them from the letter "O".

### ④ OPERATING AGENCY

Airports within this directory are classified into two categories, Military/Federal Government and Civil airports open to the general public, plus selected private use airports. The operating agency is shown for military, private use and joint civil/military airports. The operating agency is shown by an abbreviation as listed below. When an organization is a tenant, the abbreviation is enclosed in parenthesis. No classification indicates the airport is open to the general public with no military tenant.

|         |                                       |      |   |
|---------|---------------------------------------|------|---|
| A       | US Army                               | MC   | Marine Corps                            |
| AFRC    | Air Force Reserve Command             | N    | Navy                                    |
| AF      | US Air Force                          | NAF  | Naval Air Facility                      |
| ANG     | Air National Guard                    | NAS  | Naval Air Station                       |
| AR      | US Army Reserve                       | NASA | National Air and Space Administration   |
| ARNG    | US Army National Guard                | P    | US Civil Airport Wherein Permit Covers  |
| CG      | US Coast Guard                        |      | Use by Transient Military Aircraft      |
| CIV/MIL | Joint Use Civil/Military              | PVT  | Private Use Only (Closed to the Public) |
| DND     | Department of National Defense Canada |      |   |

### ⑤ AIRPORT LOCATION

Airport location is expressed as distance and direction from the center of the associated city in nautical miles and cardinal points, e.g., 4 NE.

### ⑥ TIME CONVERSION

Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as "Z" time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC-5(-4DT). The symbol ‡ indicates that during periods of Daylight Saving Time effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (-4DT) and ‡ will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15-Aug 31 0630-1700Z, Sep 1-Apr 14 0600-1700Z.

# **7 GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP)**

Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

# **8 CHARTS**

Charts refer to the Sectional Chart and Low and High Altitude Enroute Chart and panel on which the airport or facility is located. Helicopter Chart locations will be indicated as COPTER. IFR Gulf of Mexico West and IFR Gulf of Mexico Central will be depicted as GOMW and GOMC.

# **9 INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAMS**

IAP indicates an airport for which a prescribed (Public Use) FAA Instrument Approach Procedure has been published. DIAP indicates an airport for which a prescribed DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures. See the Special Notice Section of this directory, Civil Use of Military Fields and the Aeronautical Information Manual 5–4–5 Instrument Approach Procedure Charts for additional information. AD indicates an airport for which an airport diagram has been published. Airport diagrams are located in the back of each A/FD volume alphabetically by associated city and airport name.

# **10 AIRPORT SKETCH**

The airport sketch, when provided, depicts the airport and related topographical information as seen from the air and should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions. Symbolology that is not self-explanatory will be reflected in the sketch legend. The airport sketch will be oriented with True North at the top. Airport sketches will be added incrementally.

# **11 ELEVATION**

The highest point of an airport's usable runways measured in feet from mean sea level. When elevation is sea level it will be indicated as "00'". When elevation is below sea level a minus "–" sign will precede the figure.

# **12 ROTATING LIGHT BEACON**

B indicates rotating beacon is available. Rotating beacons operate sunset to sunrise unless otherwise indicated in the AIRPORT REMARKS or MILITARY REMARKS segment of the airport entry.

# **13 SERVICING—CIVIL**

|  |  |
|--|--|
| S1: Minor airframe repairs.                      | S5: Major airframe repairs.                      |
| S2: Minor airframe and minor powerplant repairs. | S6: Minor airframe and major powerplant repairs. |
| S3: Major airframe and minor powerplant repairs. | S7: Major powerplant repairs.                    |
| S4: Major airframe and major powerplant repairs. | S8: Minor powerplant repairs.                    |

# **14 FUEL**

| CODE  | FUEL  | CODE     | FUEL   |
|-------|---|----------|--|
| 80    | Grade 80 gasoline (Red)   | B+       | Jet B, Wide-cut, turbine fuel with FS-II*, FP** minus 50° C.   |
| 100   | Grade 100 gasoline (Green)                                      | J4 (JP4) | (JP–4 military specification) FP** minus 58° C.  |
| 100LL | 100LL gasoline (low lead) (Blue)                                | J5 (JP5) | (JP–5 military specification) Kerosene with FS–11, FP** minus 46°C.  |
| 115   | Grade 115 gasoline (115/145 military specification) (Purple)    | J8 (JP8) | (JP–8 military specification) Jet A–1, Kerosene with FS–II*, FP** minus 47°C.  |
| A     | Jet A, Kerosene, without FS–II*, FP** minus 40° C.              | J8+100   | (JP–8 military specification) Jet A–1, Kerosene with FS–II*, FP** minus 47°C, with-fuel additive package that improves thermo stability characteristics of JP–8. |
| A+    | Jet A, Kerosene, with FS–II*, FP** minus 40°C.                  | J        | (Jet Fuel Type Unknown)  |
| A1    | Jet A–1, Kerosene, without FS–II*, FP** minus 47°C.             | MOGAS    | Automobile gasoline which is to be used as aircraft fuel.  |
| A1+   | Jet A–1, Kerosene with FS–II*, FP** minus 47° C.                |          |  |
| B     | Jet B, Wide-cut, turbine fuel without FS–II*, FP** minus 50° C. |          |  |

\*(Fuel System Icing Inhibitor)

\*\*(Freeze Point)

**NOTE:** Certain automobile gasoline may be used in specific aircraft engines if a FAA supplemental type certificate has been obtained. Automobile gasoline, which is to be used in aircraft engines, will be identified as "MOGAS", however, the grade/type and other octane rating will not be published.

Data shown on fuel availability represents the most recent information the publisher has been able to acquire. Because of a variety of factors, the fuel listed may not always be obtainable by transient civil pilots. Confirmation of availability of fuel should be made directly with fuel suppliers at locations where refueling is planned.

# **15 OXYGEN—CIVIL**

|                    |  |
|--------------------|--|
| OX 1 High Pressure | OX 3 High Pressure—Replacement Bottles |
| OX 2 Low Pressure  | OX 4 Low Pressure—Replacement Bottles  |

# **16 TRAFFIC PATTERN ALTITUDE**

Traffic Pattern Altitude (TPA)—The first figure shown is TPA above mean sea level. The second figure in parentheses is TPA above airport elevation. Multiple TPA shall be shown as "TPA—See Remarks" and detailed information shall be shown in the Airport or Military Remarks Section. Traffic pattern data for USAF bases, USN facilities, and U.S. Army airports (including those on which ACC or U.S. Army is a tenant) that deviate from standard pattern altitudes shall be shown in Military Remarks.

**17 AIRPORT OF ENTRY, LANDING RIGHTS, AND CUSTOMS USER FEE AIRPORTS**

U.S. CUSTOMS USER FEE AIRPORT—Private Aircraft operators are frequently required to pay the costs associated with customs processing.

AOE—Airport of Entry. A customs Airport of Entry where permission from U.S. Customs is not required to land. However, at least one hour advance notice of arrival is required.

LRA—Landing Rights Airport. Application for permission to land must be submitted in advance to U.S. Customs. At least one hour advance notice of arrival is required.

NOTE: Advance notice of arrival at both an AOE and LRA airport may be included in the flight plan when filed in Canada or Mexico. Where Flight Notification Service (ADCUS) is available the airport remark will indicate this service. This notice will also be treated as an application for permission to land in the case of an LRA. Although advance notice of arrival may be relayed to Customs through Mexico, Canada, and U.S. Communications facilities by flight plan, the aircraft operator is solely responsible for ensuring that Customs receives the notification. (See Customs, Immigration and Naturalization, Public Health and Agriculture Department requirements in the International Flight Information Manual for further details.)

US Customs Air and Sea Ports, Inspectors and Agents

Northeast Sector (New England and Atlantic States—ME to MD) 407-975-1740

Southeast Sector (Atlantic States—DC, WV, VA to FL) 407-975-1780

Central Sector (Interior of the US, including Gulf states—MS, AL, LA) 407-975-1760

Southwest East Sector (OK and eastern TX) 407-975-1840

Southwest West Sector (Western TX, NM and AZ) 407-975-1820

Pacific Sector (WA, OR, CA, HI and AK) 407-975-1800

**18 CERTIFICATED AIRPORT (14 CFR PART 139)**

Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g. Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airports can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV will always carry an Index A.

14 CFR PART 139 CERTIFICATED AIRPORTS  
AIRPORT CLASSIFICATIONS

| Type of Air Carrier Operation                                     | Class I | Class II | Class III | Class IV |
|---|---------|----------|-----------|----------|
| Scheduled Air Carrier Aircraft with 31 or more passenger seats    | X       |          |           |          |
| Unscheduled Air Carrier Aircraft with 31 or more passengers seats | X       | X        |           | X        |
| Scheduled Air Carrier Aircraft with 10 to 30 passenger seats      | X       | X        | X         |          |

**14 CFR—PART 139 CERTIFICATED AIRPORTS**

## INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS

| Airport Index | Required No. Vehicles | Aircraft Length                       | Scheduled Departures | Agent + Water for Foam                                    |
|---------------|-----------------------|---------------------------------------|----------------------|---|
| A             | 1                     | <90'                                  | ≥1                   | 500#DC or HALON 1211 or 450#DC + 100 gal H <sub>2</sub> O |
| B             | 1 or 2                | ≥90', <126'<br>-----<br>≥126', <159'  | ≥5<br>-----<br><5    | Index A + 1500 gal H <sub>2</sub> O                       |
| C             | 2 or 3                | ≥126', <159'<br>-----<br>≥159', <200' | ≥5<br>-----<br><5    | Index A + 3000 gal H <sub>2</sub> O                       |
| D             | 3                     | ≥159', <200'<br>-----<br>>200'        | <5                   | Index A + 4000 gal H <sub>2</sub> O                       |
| E             | 3                     | ≥200'                                 | ≥5                   | Index A + 6000 gal H <sub>2</sub> O                       |

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; H<sub>2</sub>O—Water; DC—Dry Chemical.

NOTE: The listing of ARFF index does not necessarily assure coverage for non-air carrier operations or at other than prescribed times for air carrier. ARFF Index Ltd.—indicates ARFF coverage may or may not be available, for information contact airport manager prior to flight.

**19 NOTAM SERVICE**

All public use landing areas are provided NOTAM "D" (distant dissemination) and NOTAM "L" (local dissemination) service. Airport NOTAM file identifier is shown for individual airports, e.g. "NOTAM FILE IAD". See AIM, Basic Flight Information and



ATC Procedures for detailed description of NOTAM's. Current NOTAMS are available from Flight Service Stations at 1-800-WX-BRIEF. Real time Military NOTAMS are available using the DoD Internet NOTAM Distribution System (DINS) [www.notams.jcs.mil](http://www.notams.jcs.mil).

## 20 FAA INSPECTION

All airports not inspected by FAA will be identified by the note: Not insp. This indicates that the airport information has been provided by the owner or operator of the field.

## 21 RUNWAY DATA

Runway information is shown on two lines. That information common to the entire runway is shown on the first line while information concerning the runway ends is shown on the second or following line. Runway direction, surface, length, width, weight bearing capacity, lighting, and slope, when available are shown for each runway. Multiple runways are shown with the longest runway first. Direction, length, width, and lighting are shown for sea-lanes. The full dimensions of helipads are shown, e.g., 50X150. Runway data that requires clarification will be placed in the remarks section.

### RUNWAY DESIGNATION

Runways are normally numbered in relation to their magnetic orientation rounded off to the nearest 10 degrees. Parallel runways can be designated L (left)/R (right)/C (center). Runways may be designated as Ultralight or assault strips. Assault strips are shown by magnetic bearing.

### RUNWAY DIMENSIONS

Runway length and width are shown in feet. Length shown is runway end to end including displaced thresholds, but excluding those areas designed as overruns.

### RUNWAY SURFACE AND LENGTH

Runway lengths prefixed by the letter "H" indicate that the runways are hard surfaced (concrete, asphalt, or part asphalt-concrete). If the runway length is not prefixed, the surface is sod, clay, etc. The runway surface composition is indicated in parentheses after runway length as follows:

|                                     |   |                                      |
|-------------------------------------|---|--------------------------------------|
| (AFSC)—Aggregate friction seal coat | (GRVL)—Gravel, or cinders                                 | (PSP)—Pierced steel plank            |
| (ASPH)—Asphalt                      | (MATS)—Pierced steel planking,<br>landing mats, membranes | (RFSC)—Rubberized friction seal coat |
| (CONC)—Concrete                     | (PEM)—Part concrete, part asphalt                         | (TURF)—Turf                          |
| (DIRT)—Dirt                         | (PFC)—Porous friction courses                             | (TRTD)—Treated                       |
| (GRVD)—Grooved                      |   | (WC)—Wire combed                     |

### RUNWAY WEIGHT BEARING CAPACITY

Runway strength data shown in this publication is derived from available information and is a realistic estimate of capability at an average level of activity. It is not intended as a maximum allowable weight or as an operating limitation. Many airport pavements are capable of supporting limited operations with gross weights in excess of the published figures. Permissible operating weights, insofar as runway strengths are concerned, are a matter of agreement between the owner and user. When desiring to operate into any airport at weights in excess of those published in the publication, users should contact the airport management for permission. Runway strength figures are shown in thousand of pounds, with the last three figures being omitted. Add 000 to figure following S, D, 2S, 2T, AUW, SWL, etc., for gross weight capacity. A blank space following the letter designator is used to indicate the runway can sustain aircraft with this type landing gear, although definite runway weight bearing capacity figures are not available, e.g., S, D. Applicable codes for typical gear configurations with S=Single, D=Dual, T=Triple and Q=Quadruple:

| CURRENT | NEW    | NEW DESCRIPTION  |
|---------|--------|--|
| S       | S      | Single wheel type landing gear (DC3), (C47), (F15), etc.   |
| D       | D      | Dual wheel type landing gear (BE1900), (B737), (A319), etc.  |
| T       | D      | Dual wheel type landing gear (P3, C9).   |
| ST      | 2S     | Two single wheels in tandem type landing gear (C130).  |
| TRT     | 2T     | Two triple wheels in tandem type landing gear (C17), etc.  |
| DT      | 2D     | Two dual wheels in tandem type landing gear (B707), etc.   |
| TT      | 2D     | Two dual wheels in tandem type landing gear (B757, KC135).   |
| SBTT    | 2D/D1  | Two dual wheels in tandem/dual wheel body gear type landing gear (KC10).                           |
| None    | 2D/2D1 | Two dual wheels in tandem/two dual wheels in tandem body gear type landing gear (A340-600).        |
| DDT     | 2D/2D2 | Two dual wheels in tandem/two dual wheels in double tandem body gear type landing gear (B747, E4). |
| TTT     | 3D     | Three dual wheels in tandem type landing gear (B777), etc.   |
| TT      | D2     | Dual wheel gear two struts per side main gear type landing gear (B52).                             |
| TDT     | C5     | Complex dual wheel and quadruple wheel combination landing gear (C5).                              |

AUW—All up weight. Maximum weight bearing capacity for any aircraft irrespective of landing gear configuration.

SWL—Single Wheel Loading. (This includes information submitted in terms of Equivalent Single Wheel Loading (ESWL) and Single Isolated Wheel Loading).

PSI—Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway will support, e.g., (SWL 000/PSI 535).

Omission of weight bearing capacity indicates information unknown.

The ACN/PCN System is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds. The Pavement Classification Number (PCN) is established by an engineering assessment of the runway. The PCN is for use in conjunction with an Aircraft Classification Number (ACN). Consult the Aircraft Flight Manual, Flight Information Handbook, or other appropriate source for ACN tables or charts. Currently, ACN data may not be available for all aircraft. If an ACN table or chart is available, the ACN can be calculated by taking into account the aircraft weight, the pavement type, and the subgrade category. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five-part code (e.g. PCN 80 R/B/W/T). Details of the coded format are as follows:

- (1) The PCN NUMBER—The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure.
- (2) The type of pavement:
  - R — Rigid
  - F — Flexible
- (3) The pavement subgrade category:
  - A — High
  - B — Medium
  - C — Low
  - D — Ultra-low
- (4) The maximum tire pressure authorized for the pavement:
  - W — High, no limit
  - X — Medium, limited to 217 psi
  - Y — Low, limited to 145 psi
  - Z — Very low, limited to 73 psi
- (5) Pavement evaluation method:
  - T — Technical evaluation
  - U — By experience of aircraft using the pavement

NOTE: Prior permission from the airport controlling authority is required when the ACN of the aircraft exceeds the published PCN or aircraft tire pressure exceeds the published limits.

#### RUNWAY LIGHTING

Lights are in operation sunset to sunrise. Lighting available by prior arrangement only or operating part of the night and/or pilot controlled lighting with specific operating hours are indicated under airport or military remarks. At USN/USMC facilities lights are available only during airport hours of operation. Since obstructions are usually lighted, obstruction lighting is not included in this code. Unlighted obstructions on or surrounding an airport will be noted in airport or military remarks. Runway lights nonstandard (NSTD) are systems for which the light fixtures are not FAA approved L-800 series: color, intensity, or spacing does not meet FAA standards. Nonstandard runway lights, VASI, or any other system not listed below will be shown in airport remarks or military service. Temporary, emergency or limited runway edge lighting such as flares, smudge pots, lanterns or portable runway lights will also be shown in airport remarks or military service. Types of lighting are shown with the runway or runway end they serve.

NSTD—Light system fails to meet FAA standards.

LIRL—Low Intensity Runway Lights.

MIRL—Medium Intensity Runway Lights.

HIRL—High Intensity Runway Lights.

RAIL—Runway Alignment Indicator Lights.

REIL—Runway End Identifier Lights.

CL—Centerline Lights.

TDZL—Touchdown Zone Lights.

ODALS—Omni Directional Approach Lighting System.

AF OVRN—Air Force Overrun 1000' Standard Approach Lighting System.

LDIN—Lead-In Lighting System.

MALS—Medium Intensity Approach Lighting System.

MALSF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.

MALSR—Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.

SALS—Short Approach Lighting System.

SALSF—Short Approach Lighting System with Sequenced Flashing Lights.

SSALS—Simplified Short Approach Lighting System.

SSALF—Simplified Short Approach Lighting System with Sequenced Flashing Lights.

SSALR—Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.

ALSAF—High Intensity Approach Lighting System with Sequenced Flashing Lights.

ALSF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.

ALSF2—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.

SF—Sequenced Flashing Lights.

OLS—Optical Landing System.

WAVE—OFF.

NOTE: Civil ALSF2 may be operated as SSALR during favorable weather conditions. When runway edge lights are positioned more than 10 feet from the edge of the usable runway surface a remark will be added in the "Remarks" portion of the airport entry. This is applicable to Air Force, Air National Guard and Air Force Reserve Bases, and those joint civil/military airfields on which they are tenants.

## VISUAL GLIDESLOPE INDICATORS

APAP—A system of panels, which may or may not be lighted, used for alignment of approach path.

PNIL APAP on left side of runway

PNIR APAP on right side of runway

PAPI—Precision Approach Path Indicator

P2L 2-identical light units placed on left side of runway

P4L 4-identical light units placed on left side of runway

P2R 2-identical light units placed on right side of runway

P4R 4-identical light units placed on right side of runway

PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.

PSIL PVASI on left side of runway

PSIR PVASI on right side of runway

SAVASI—Simplified Abbreviated Visual Approach Slope Indicator

S2L 2-box SAVASI on left side of runway

S2R 2-box SAVASI on right side of runway

TRCV—Tri-color visual approach slope indicator, normally a single light unit projecting three colors.

TRIL TRCV on left side of runway

TRIR TRCV on right side of runway

VASI—Visual Approach Slope Indicator

V2L 2-box VASI on left side of runway

V6L 6-box VASI on left side of runway

V2R 2-box VASI on right side of runway

V6R 6-box VASI on right side of runway

V4L 4-box VASI on left side of runway

V12 12-box VASI on both sides of runway

V4R 4-box VASI on right side of runway

V16 16-box VASI on both sides of runway

NOTE: Approach slope angle and threshold crossing height will be shown when available; i.e., -GA 3.5° TCH 37'.

## PILOT CONTROL OF AIRPORT LIGHTING

| Key Mike                 | Function   |
|--------------------------|--|
| 7 times within 5 seconds | Highest intensity available                            |
| 5 times within 5 seconds | Medium or lower intensity<br>(Lower REIL or REIL-Off)  |
| 3 times within 5 seconds | Lowest intensity available<br>(Lower REIL or REIL-Off) |

Available systems will be indicated in the airport or military remarks, e.g., ACTIVATE HIRL Rwy 07–25, MALSR Rwy 07, and VASI Rwy 07—122.8.

Where the airport is not served by an instrument approach procedure and/or has an independent type system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be explained in clear text. See AIM, "Basic Flight Information and ATC Procedures," for detailed description of pilot control of airport lighting.

## RUNWAY SLOPE

When available, runway slope data will only be provided for those airports with an approved FAA instrument approach procedure. Runway slope will be shown only when it is 0.3 percent or greater. On runways less than 8000 feet, the direction of the slope up will be indicated, e.g., 0.3% up NW. On runways 8000 feet or greater, the slope will be shown (up or down) on the runway end line, e.g., RWY 13: 0.3% up., RWY 21: Pole. Rgt tfc. 0.4% down.

## RUNWAY END DATA

Information pertaining to the runway approach end such as approach lights, touchdown zone lights, runway end identification lights, visual glideslope indicators, displaced thresholds, controlling obstruction, and right hand traffic pattern, will be shown on the specific runway end. "Rgt tfc"—Right traffic indicates right turns should be made on landing and takeoff for specified runway end.

## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

## RUNWAY DECLARED DISTANCE INFORMATION

TORA—Take-off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take-off.

TODA—Take-off Distance Available. The length of the take-off run available plus the length of the clearway, if provided.

ASDA—Accelerate-Stop Distance Available. The length of the take-off run available plus the length of the stopway, if provided.

LDA—Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.



## ARRESTING GEAR/SYSTEMS

Arresting gear is shown as it is located on the runway. The a-gear distance from the end of the appropriate runway (or into the overrun) is indicated in parentheses. A-Gear which has a bi-direction capability and can be utilized for emergency approach end engagement is indicated by a (B). The direction of engaging device is indicated by an arrow. Up to 15 minutes advance notice may be required for rigging A-Gear for approach and engagement. Airport listing may show availability of other than US Systems. This information is provided for emergency requirements only. Refer to current aircraft operating manuals for specific engagement weight and speed criteria based on aircraft structural restrictions and arresting system limitations.

Following is a list of current systems referenced in this publication identified by both Air Force and Navy terminology:

## BI-DIRECTIONAL CABLE (B)

| <u>TYPE</u> | <u>DESCRIPTION</u>  |
|-------------|---|
| BAK-9       | Rotary friction brake.  |
| BAK-12A     | Standard BAK-12 with 950 foot run out, 1-inch cable and 40,000 pound weight setting. Rotary friction brake. |
| BAK-12B     | Extended BAK-12 with 1200 foot run, 1¼ inch Cable and 50,000 pounds weight setting. Rotary friction brake.  |
| E28         | Rotary Hydraulic (Water Brake).   |
| M21         | Rotary Hydraulic (Water Brake) Mobile.  |

The following device is used in conjunction with some aircraft arresting systems:

|        |   |
|--------|---|
| BAK-14 | A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to five seconds to fully raise the cable.)             |
| H      | A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to one and one-half seconds to fully raise the cable.) |

## UNI-DIRECTIONAL CABLE

| <u>TYPE</u>  | <u>DESCRIPTION</u>   |
|--------------|--|
| MB60         | Textile brake—an emergency one-time use, modular braking system employing the tearing of specially woven textile straps to absorb the kinetic energy.  |
| E5/E5-1/E5-3 | Chain Type. At USN/USMC stations E-5 A-GEAR systems are rated, e.g., E-5 RATING-13R-1100 HW (DRY), 31L/R-1200 STD (WET). This rating is a function of the A-GEAR chain weight and length and is used to determine the maximum aircraft engaging speed. A dry rating applies to a stabilized surface (dry or wet) while a wet rating takes into account the amount (if any) of wet overrun that is not capable of withstanding the aircraft weight. These ratings are published under Military Service. |

## FOREIGN CABLE

| <u>TYPE</u> | <u>DESCRIPTION</u>                | <u>US EQUIVALENT</u> |
|-------------|-----------------------------------|----------------------|
| 44B-3H      | Rotary Hydraulic<br>(Water Brake) |                      |
| CHAG        | Chain                             | E-5                  |

## UNI-DIRECTIONAL BARRIER

| <u>TYPE</u> | <u>DESCRIPTION</u>  |
|-------------|---|
| MA-1A       | Web barrier between stanchions attached to a chain energy absorber.   |
| BAK-15      | Web barrier between stanchions attached to an energy absorber (water squeezer, rotary friction, chain). Designed for wing engagement. |

NOTE: Landing short of the runway threshold on a runway with a BAK-15 in the underrun is a significant hazard. The barrier in the down position still protrudes several inches above the underrun. Aircraft contact with the barrier short of the runway threshold can cause damage to the barrier and substantial damage to the aircraft.

## OTHER

| <u>TYPE</u> | <u>DESCRIPTION</u>  |
|-------------|---|
| EMAS        | Engineered Material Arresting System, located beyond the departure end of the runway, consisting of high energy absorbing materials which will crush under the weight of an aircraft. |

**23 MILITARY SERVICE**

Specific military services available at the airport are listed under this general heading. Remarks applicable to any military service are shown in the individual service listing.

**24 JET AIRCRAFT STARTING UNITS (JASU)**

The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates ten or more units available. If the number of units is unknown, the number one will be shown. Absence of JASU designation indicates non-availability.

The following is a list of current JASU systems referenced in this publication:

USAF JASU (For variations in technical data, refer to T.O. 35-1-7.)

## ELECTRICAL STARTING UNITS:

|           |  |
|-----------|--|
| A/M32A-86 | AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire<br>DC: 28v, 1500 amp, 72 kw (with TR pack)         |
| MC-1A     | AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire<br>DC: 28v, 500 amp, 14 kw   |
| MD-3      | AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire<br>DC: 28v, 1500 amp, 45 kw, split bus |
| MD-3A     | AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire<br>DC: 28v, 1500 amp, 45 kw, split bus |
| MD-3M     | AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire<br>DC: 28v, 500 amp, 15 kw             |

|  |   |
|--|---|
| MD-4   | AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, "WYE" neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, "DELTA" 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire |
| AIR STARTING UNITS   |   |
| AM32-95  | 150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia   |
| AM32A-95   | 150 +/- 5 lb/min @ 49 +/- 2 psia (35 +/- 2 psig)  |
| LASS   | 150 +/- 5 lb/min @ 49 +/- 2 psia  |
| MA-1A  | 82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press   |
| MC-1   | 15 cfm, 3500 psia   |
| MC-1A  | 15 cfm, 3500 psia   |
| MC-2A  | 15 cfm, 200 psia  |
| MC-11  | 8,000 cu in cap, 4000 psig, 15 cfm  |
| COMBINED AIR AND ELECTRICAL STARTING UNITS:  |   |
| AGPU   | AC: 115/200v, 400 cycle, 3 phase, 30 kw gen<br>DC: 28v, 700 amp<br>AIR: 60 lb/min @ 40 psig @ sea level   |
| AM32A-60*  | AIR: 120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia<br>AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva<br>DC: 28v, 500 amp, 15 kw   |
| AM32A-60A  | AIR: 150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- psia<br>AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire<br>DC: 28v, 200 amp, 5.6 kw   |
| AM32A-60B*   | AIR: 130 lb/min, 50 psia<br>AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire<br>DC: 28v, 200 amp, 5.6 kw   |
| *NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available. |   |
| USN JASU   |   |
| ELECTRICAL STARTING UNITS:   |   |
| NC-8A/A1   | DC: 500 amp constant, 750 amp intermittent, 28v;<br>AC: 60 kva @ .8 pf, 115/200v, 3 phase, 400 Hz.  |
| NC-10A/A1/B/C  | DC: 750 amp constant, 1000 amp intermittent, 28v;<br>AC: 90 kva, 115/200v, 3 phase, 400 Hz.   |
| AIR STARTING UNITS:  |   |
| GTC-85/GTE-85  | 120 lbs/min @ 45 psi.   |
| MSU-200NAV/A/U47A-5  | 204 lbs/min @ 56 psia.  |
| WELLS AIR START SYSTEM   | 180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.   |
| COMBINED AIR AND ELECTRICAL STARTING UNITS:  |   |
| NCPP-105/RCPT  | 180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva.   |
| JASU (ARMY)  |   |
| 59B2-1B  | 28v, 7.5 kw, 280 amp.   |
| OTHER JASU   |   |
| ELECTRICAL STARTING UNITS (DND):   |   |
| CE12   | AC 115/200v, 140 kva, 400 Hz, 3 phase   |
| CE13   | AC 115/200v, 60 kva, 400 Hz, 3 phase  |
| CE14   | AC/DC 115/200v, 140 kva, 400 Hz, 3 phase, 28vDC, 1500 amp   |
| CE15   | DC 22-35v, 500 amp continuous 1100 amp intermittent   |
| CE16   | DC 22-35v, 500 amp continuous 1100 amp intermittent soft start  |
| AIR STARTING UNITS (DND):  |   |
| CA2  | ASA 45.5 psig, 116.4 lb/min   |
| COMBINED AIR AND ELECTRICAL STARTING UNITS (DND)   |   |
| CEA1   | AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp<br>AIR 112.5 lb/min, 47 psig  |
| ELECTRICAL STARTING UNITS (OTHER)  |   |
| C-26   | 28v 45kw 115-200v 15kw 380-800 Hz 1 phase 2 wire  |
| C-26-B, C-26-C   | 28v 45kw: Split Bus: 115-200v 15kw 380-800 Hz 1 phase 2 wire  |
| E3   | DC 28v/10kw   |
| AIR STARTING UNITS (OTHER):  |   |
| A4   | 40 psi/2 lb/sec (LPAS Mk12, Mk12L, Mk12A, Mk1, Mk2B)  |
| MA-1   | 150 Air HP, 115 lb/min 50 psia  |
| MA-2   | 250 Air HP, 150 lb/min 75 psia  |
| CARTRIDGE:   |   |
| MXU-4A   | USAF  |

**(25) FUEL—MILITARY**

Fuel available through US Military Base supply, DESC Into-Plane Contracts and/or reciprocal agreement is listed first and is followed by (Mil). At commercial airports where Into-Plane contracts are in place, the name of the refueling agent is shown. Military fuel should be used first if it is available. When military fuel cannot be obtained but Into-Plane contract fuel is available, Government aircraft must refuel with the contract fuel and applicable refueling agent to avoid any breach in contract terms and conditions. Fuel not available through the above is shown preceded by NC (no contract). When fuel is obtained from NC sources, local purchase procedures must be followed. The US Military Aircraft Identaplates DD Form 1896 (Jet Fuel), DD Form 1897 (Avgas) and AF Form 1245 (Avgas) are used at military installations only. The US Government Aviation Into-Plane Reimbursement (AIR) Card (currently issued by AVCARD) is the instrument to be used to obtain fuel under a DESC Into-Plane Contract and for NC purchases if the refueling agent at the commercial airport accepts the AVCARD. A current list of contract fuel locations is available online at [www.desc.dla.mil/Static/ProductsAndServices.asp](http://www.desc.dla.mil/Static/ProductsAndServices.asp); click on the Commercial Airports button.

See legend item 14 for fuel code and description.

**(26) SUPPORTING FLUIDS AND SYSTEMS—MILITARY****CODE**

|         |   |
|---------|---|
| ADI     | Anti-Detonation Injection Fluid—Reciprocating Engine Aircraft.  |
| W       | Water Thrust Augmentation—Jet Aircraft.                         |
| WAI     | Water-Alcohol Injection Type, Thrust Augmentation—Jet Aircraft. |
| SP      | Single Point Refueling.   |
| PRESAIR | Air Compressors rated 3,000 PSI or more.                        |
| De-Ice  | Anti-icing/De-icing/Defrosting Fluid (MIL-A-8243).              |

**OXYGEN:**

|      |  |
|------|--|
| LPOX | Low pressure oxygen servicing.   |
| HPOX | High pressure oxygen servicing.  |
| LHOX | Low and high pressure oxygen servicing.  |
| LOX  | Liquid oxygen servicing.   |
| ORXB | Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft where oxygen can be replenished only by replacement of cylinders.) |
| OX   | Indicates oxygen servicing when type of servicing is unknown.  |

NOTE: Combinations of above items is used to indicate complete oxygen servicing available;

|        |   |
|--------|---|
| LHOXRB | Low and high pressure oxygen servicing and replacement bottles; |
| LPOXRB | Low pressure oxygen replacement bottles only, etc.              |

NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.

**NITROGEN:**

|       |   |
|-------|---|
| LPNIT | Low pressure nitrogen servicing.          |
| HPNIT | High pressure nitrogen servicing.         |
| LHNIT | Low and high pressure nitrogen servicing. |

**(27) OIL—MILITARY**

US AVIATION OILS (MIL SPECS):

| CODE      | GRADE, TYPE  |
|-----------|--|
| O-113     | 1065, Reciprocating Engine Oil (MIL-L-6082)  |
| O-117     | 1100, Reciprocating Engine Oil (MIL-L-6082)  |
| O-117+    | 1100, O-117 plus cyclohexanone (MIL-L-6082)  |
| O-123     | 1065, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type III)  |
| O-128     | 1100, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type II)   |
| O-132     | 1005, Jet Engine Oil (MIL-L-6081)  |
| O-133     | 1010, Jet Engine Oil (MIL-L-6081)  |
| O-147     | None, MIL-L-6085A Lubricating Oil, Instrument, Synthetic   |
| O-148     | None, MIL-L-7808 (Synthetic Base) Turbine Engine Oil   |
| O-149     | None, Aircraft Turbine Engine Synthetic, 7.5c St   |
| O-155     | None, MIL-L-6086C, Aircraft, Medium Grade  |
| O-156     | None, MIL-L-23699 (Synthetic Base), Turboprop and Turboshaft Engines   |
| JOAP/SOAP | Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP programs provide essentially the same service, JOAP is now the standard joint service supported program.) |

**(28) TRANSIENT ALERT (TRAN ALERT)—MILITARY**

Tran Alert service is considered to include all services required for normal aircraft turn-around, e.g., servicing (fuel, oil, oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute repack, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not expect aircraft to be serviced for TURN-AROUNDS during time periods when servicing or maintenance manpower is not available. In the case of airports not operated exclusively by US military, the servicing indicated by the remarks will not always be available for US military

aircraft. When transient alert services are not shown, facilities are unknown. NO PRIORITY BASIS—means that transient alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been accomplished.

## 29 AIRPORT REMARKS

The Attendance Schedule is the months, days and hours the airport is actually attended. Airport attendance does not mean watchman duties or telephone accessibility, but rather an attendant or operator on duty to provide at least minimum services (e.g., repairs, fuel, transportation).

Airport Remarks have been grouped in order of applicability. Airport remarks are limited to those items of information that are determined essential for operational use, i.e., conditions of a permanent or indefinite nature and conditions that will remain in effect for more than 30 days concerning aeronautical facilities, services, maintenance available, procedures or hazards, knowledge of which is essential for safe and efficient operation of aircraft. Information concerning permanent closing of a runway or taxiway will not be shown. A note "See Special Notices" shall be applied within this remarks section when a special notice applicable to the entry is contained in the Special Notices section of this publication.

Parachute Jumping indicates parachute jumping areas associated with the airport. See Parachute Jumping Area section of this publication for additional information.

Landing Fee indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.

Note: Unless otherwise stated, remarks including runway ends refer to the runway's approach end.

## 30 MILITARY REMARKS

Military Remarks published at a joint Civil/Military facility are remarks that are applicable to the Military. At Military Facilities all remarks will be published under the heading Military Remarks. Remarks contained in this section may not be applicable to civil users. The first group of remarks is applicable to the primary operator of the airport. Remarks applicable to a tenant on the airport are shown preceded by the tenant organization, i.e., (A) (AF) (N) (ANG), etc. Military airports operate 24 hours unless otherwise specified. Airport operating hours are listed first (airport operating hours will only be listed if they are different than the airport attended hours or if the attended hours are unavailable) followed by pertinent remarks in order of applicability. Remarks will include information on restrictions, hazards, traffic pattern, noise abatement, customs/agriculture/immigration, and miscellaneous information applicable to the Military.

Type of restrictions:

CLOSED: When designated closed, the airport is restricted from use by all aircraft unless stated otherwise. Any closure applying to specific type of aircraft or operation will be so stated. USN/USMC/USAF airports are considered closed during non-operating hours. Closed airports may be utilized during an emergency provided there is a safe landing area.

OFFICIAL BUSINESS ONLY: The airfield is closed to all transient military aircraft for obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and prior permission is received from the airfield manager.

AF OFFICIAL BUSINESS ONLY OR NAVY OFFICIAL BUSINESS ONLY: Indicates that the restriction applies only to service indicated.

PRIOR PERMISSION REQUIRED (PPR): Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. Official Business or PPR does not preclude the use of US Military airports as an alternate for IFR flights. If a non-US military airport is used as a weather alternate and requires a PPR, the PPR must be requested and confirmed before the flight departs. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJI 11-204, AR 95-27, OPNAVINST 3710.7.

Note: OFFICIAL BUSINESS ONLY AND PPR restrictions are not applicable to Special Air Mission (SAM) or Special Air Resource (SPAR) aircraft providing person or persons on board are designated Code 6 or higher as explained in AFJMAN 11-213, AR 95-11, OPNAVINST 3722-8J. Official Business Only or PPR do not preclude the use of the airport as an alternate for IFR flights.

## 31 WEATHER DATA SOURCES

Weather data sources will be listed alphabetically followed by their assigned frequencies and/or telephone number and hours of operation.

ASOS—Automated Surface Observing System. Reports the same as an AWOS-3 plus precipitation identification and intensity, and freezing rain occurrence (future enhancement).

AWOS—Automated Weather Observing System

AWOS-A—reports altimeter setting (all other information is advisory only).

AWOS-1—reports altimeter setting, wind data and usually temperature, dewpoint and density altitude.

AWOS-2—reports the same as AWOS-1 plus visibility.

AWOS-3—reports the same as AWOS-1 plus visibility and cloud/ceiling data.

See AIM, Basic Flight Information and ATC Procedures for detailed description of AWOS.

HIWAS—See RADIO AIDS TO NAVIGATION

LAWRS—Limited Aviation Weather Reporting Station where observers report cloud height, weather, obstructions to vision, temperature and dewpoint (in most cases), surface wind, altimeter and pertinent remarks.

LLWAS—indicates a Low Level Wind Shear Alert System consisting of a center field and several field perimeter anemometers. SAWRS—identifies airports that have a Supplemental Aviation Weather Reporting Station available to pilots for current weather information.

SWSL—Supplemental Weather Service Location providing current local weather information via radio and telephone.

TDWR—indicates airports that have Terminal Doppler Weather Radar.

WSP—indicates airports that have Weather System Processor.

When the automated weather source is broadcast over an associated airport NAVAID frequency (see NAVAID line), it shall be indicated by a bold ASOS, AWOS, or HIWAS followed by the frequency, identifier and phone number, if available.

## **32 COMMUNICATIONS**

Airport terminal control facilities and radio communications associated with the airport shall be shown. When the call sign is not the same as the airport name the call sign will be shown. Frequencies shall normally be shown in descending order with the primary frequency listed first. Frequencies will be listed, together with sectorization indicated by outbound radials, and hours of operation. Communications will be listed in sequence as follows:

Single Frequency Approach (SFA), Common Traffic Advisory Frequency (CTAF), Automatic Terminal Information Service (ATIS) and Aeronautical Advisory Stations (UNICOM) or (AUNICOM) along with their frequency is shown, where available, on the line following the heading "COMMUNICATIONS." When the CTAF and UNICOM frequencies are the same, the frequency will be shown as CTAF/UNICOM 122.8.

The FSS telephone nationwide is toll free 1-800-WX-BRIEF (1-800-992-7433). When the FSS is located on the field it will be indicated as "on aprt". Frequencies available at the FSS will follow in descending order. Remote Communications Outlet (RCO) providing service to the airport followed by the frequency and FSS RADIO name will be shown when available.

FSS's provide information on airport conditions, radio aids and other facilities, and process flight plans. Airport Advisory Service (AAS) is provided on the CTAF by FSS's for select non-tower airports or airports where the tower is not in operation. (See AIM, Para 4-1-9 Traffic Advisory Practices at Airports Without Operating Control Towers or AC 90-42C.)

Aviation weather briefing service is provided by FSS specialists. Flight and weather briefing services are also available by calling the telephone numbers listed.

Remote Communications Outlet (RCO)—An unmanned air/ground communications facility that is remotely controlled and provides UHF or VHF communications capability to extend the service range of an FSS.

Civil Communications Frequencies—Civil communications frequencies used in the FSS air/ground system are operated on 122.0, 122.2, 123.6; emergency 121.5; plus receive-only on 122.1.

- a. 122.0 is assigned as the Enroute Flight Advisory Service frequency at selected FSS RADIO outlets.
- b. 122.2 is assigned as a common enroute frequency.
- c. 123.6 is assigned as the airport advisory frequency at select non-tower locations. At airports with a tower, FSS may provide airport advisories on the tower frequency when tower is closed.
- d. 122.1 is the primary receive-only frequency at VOR's.
- e. Some FSS's are assigned 50 kHz frequencies in the 122-126 MHz band (eg. 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remote facility through which they wish to communicate.

Emergency frequency 121.5 and 243.0 are available at all Flight Service Stations, most Towers, Approach Control and RADAR facilities.

Frequencies published followed by the letter "T" or "R", indicate that the facility will only transmit or receive respectively on that frequency. All radio aids to navigation (NAVAID) frequencies are transmit only.

### **TERMINAL SERVICES**

SFA—Single Frequency Approach.

CTAF—A program designed to get all vehicles and aircraft at airports without an operating control tower on a common frequency.

ATIS—A continuous broadcast of recorded non-control information in selected terminal areas.

D-ATIS—Digital ATIS provides ATIS information in text form outside the standard reception range of conventional ATIS via landline & data link communications and voice message within range of existing transmitters.

AUNICOM—Automated UNICOM is a computerized, command response system that provides automated weather, radio check capability and airport advisory information selected from an automated menu by microphone clicks.

UNICOM—A non-government air/ground radio communications facility which may provide airport information.

PTD—Pilot to Dispatcher.

APP CON—Approach Control. The symbol **Ⓡ** indicates radar approach control.

TOWER—Control tower.


GCA—Ground Control Approach System.

GND CON—Ground Control.

GCO—Ground Communication Outlet—An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four "key clicks" on the



VHF radio to contact the appropriate ATC facility or six "key clicks" to contact the FSS. The GCO system is intended to be used only on the ground.

DEP CON—Departure Control. The symbol  indicates radar departure control.

CLNC DEL—Clearance Delivery.

PRE TAXI CLNC—Pre taxi clearance.

VFR ADVSY SVC—VFR Advisory Service. Service provided by Non-Radar Approach Control.

Advisory Service for VFR aircraft (upon a workload basis) ctc APP CON.

COMD POST—Command Post followed by the operator call sign in parenthesis.

PMSV—Pilot-to-Metro Service call sign, frequency and hours of operation, when full service is other than continuous.

PMSV installations at which weather observation service is available shall be indicated, following the frequency and/or hours of operation as "Wx obsn svc 1900-0000Z+" or "other times" may be used when no specific time is given. PMSV facilities manned by forecasters are considered "Full Service". PMSV facilities manned by weather observers are listed as "Limited Service".

OPS—Operations followed by the operator call sign in parenthesis.

CON

RANGE

FLT FLW—Flight Following

MEDIVAC

NOTE: Communication frequencies followed by the letter "X" indicate frequency available on request.

## AIRSPACE

Information concerning Class B, C, and part-time D and E surface area airspace shall be published with effective times.

Class D and E surface area airspace that is continuous as established by Rulemaking Docket will not be shown.

CLASS B—Radar Sequencing and Separation Service for all aircraft in CLASS B airspace.

CLASS C—Separation between IFR and VFR aircraft and sequencing of VFR arrivals to the primary airport.

TRSA—Radar Sequencing and Separation Service for participating VFR Aircraft within a Terminal Radar Service Area.

Class C, D, and E airspace described in this publication is that airspace usually consisting of a 5 NM radius core surface area that begins at the surface and extends upward to an altitude above the airport elevation (charted in MSL for Class C and Class D). Class E surface airspace normally extends from the surface up to but not including the overlying controlled airspace.

When part-time Class C or Class D airspace defaults to Class E, the core surface area becomes Class E. This will be formatted as:

**AIRSPACE: CLASS C** svc "times" ctc **APP CON** other times CLASS E:

or

**AIRSPACE: CLASS D** svc "times" other times CLASS E.

When a part-time Class C, Class D or Class E surface area defaults to Class G, the core surface area becomes Class G up to, but not including, the overlying controlled airspace. Normally, the overlying controlled airspace is Class E airspace beginning at either 700' or 1200' AGL. This will be formatted as:

**AIRSPACE: CLASS C** svc "times" ctc **APP CON** other times CLASS G, with CLASS E 700' (or 1200') AGL & abv:

or

**AIRSPACE: CLASS D** svc "times" other times CLASS G with CLASS E 700' (or 1200') AGL & abv:

or

**AIRSPACE: CLASS E** svc "times" other times CLASS G with CLASS E 700' (or 1200') AGL & abv.

**NOTE: AIRSPACE SVC "TIMES" INCLUDE ALL ASSOCIATED ARRIVAL EXTENSIONS.** Surface area arrival extensions for instrument approach procedures become part of the primary core surface area. These extensions may be either Class D or Class E airspace and are effective concurrent with the times of the primary core surface area. For example, when a part-time Class C, Class D or Class E surface area defaults to Class G, the associated arrival extensions will default to Class G at the same time. When a part-time Class C or Class D surface area defaults to Class E, the arrival extensions will remain in effect as Class E airspace.

**NOTE: CLASS E AIRSPACE EXTENDING UPWARD FROM 700 FEET OR MORE ABOVE THE SURFACE, DESIGNATED IN CONJUNCTION WITH AN AIRPORT WITH AN APPROVED INSTRUMENT PROCEDURE.**

Class E 700' AGL (shown as magenta vignette on sectional charts) and 1200' AGL (blue vignette) areas are designated when necessary to provide controlled airspace for transitioning to/from the terminal and enroute environments. Unless otherwise specified, these 700'/1200' AGL Class E airspace areas remain in effect continuously, regardless of airport operating hours or surface area status. These transition areas should not be confused with surface areas or arrival extensions.

(See Chapter 3, AIRSPACE, in the Aeronautical Information Manual for further details)



## CONTINUED FROM PRECEDING PAGE

The term VOR is, operationally, a general term covering the VHF omnidirectional bearing type of facility without regard to the fact that the power, the frequency protected service volume, the equipment configuration, and operational requirements may vary between facilities at different locations.

|               |  |
|---------------|--|
| AB _____      | Automatic Weather Broadcast.   |
| DF _____      | Direction Finding Service.   |
| DME _____     | UHF standard (TACAN compatible) distance measuring equipment.  |
| DME(Y) _____  | UHF standard (TACAN compatible) distance measuring equipment that require TACAN to be placed in the "Y" mode to receive DME. |
| GS _____      | Glide slope.   |
| H _____       | Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM at all altitudes).                     |
| HH _____      | Non-directional radio beacon (homing), power 2,000 watts or more (75 NM at all altitudes).                                   |
| H-SAB _____   | Non-directional radio beacons providing automatic transcribed weather service.   |
| ILS _____     | Instrument Landing System (voice, where available, on localizer channel).  |
| IM _____      | Inner marker.  |
| ISMLS _____   | Interim Standard Microwave Landing System.   |
| LDA _____     | Localizer Directional Aid.   |
| LMM _____     | Compass locator station when installed at middle marker site (15 NM at all altitudes).                                       |
| LOM _____     | Compass locator station when installed at outer marker site (15 NM at all altitudes).  |
| MH _____      | Non-directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes).                                     |
| MLS _____     | Microwave Landing System.  |
| MM _____      | Middle marker.   |
| OM _____      | Outer marker.  |
| S _____       | Simultaneous range homing signal and/or voice.   |
| SABH _____    | Non-directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts.                           |
| SDF _____     | Simplified Direction Facility.   |
| TACAN _____   | UHF navigational facility-omnidirectional course and distance information.   |
| VOR _____     | VHF navigational facility-omnidirectional course only.   |
| VOR/DME _____ | Collocated VOR navigational facility and UHF standard distance measuring equipment.  |
| VORTAC _____  | Collocated VOR and TACAN navigational facilities.  |
| W _____       | Without voice on radio facility frequency.   |
| Z _____       | VHF station location marker at a LF radio facility.  |

## ILS FACILITY PERFORMANCE CLASSIFICATION CODES

Codes define the ability of an ILS to support autoland operations. The two portions of the code represent Official Category and farthest point along a Category I, II, or III approach that the Localizer meets Category III structure tolerances.

Official Category: I, II, or III; the lowest minima on published or unpublished procedures supported by the ILS.

Farthest point of satisfactory Category III Localizer performance for Category I, II, or III approaches: A – 4 NM prior to runway threshold, B – 3500 ft prior to runway threshold, C – glide angle dependent but generally 750–1000 ft prior to threshold, T – runway threshold, D – 3000 ft after runway threshold, and E – 2000 ft prior to stop end of runway.

ILS information is tabulated as indicated in the following sample:

ILS/DME 108.5 I-ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.

ILS Facility Performance  
Classification Code

## FREQUENCY PAIRING PLAN AND MLS CHANNELING

| MLS<br>CHANNEL | VHF<br>FREQUENCY | TACAN<br>CHANNEL | MLS<br>CHANNEL | VHF<br>FREQUENCY | TACAN<br>CHANNEL | MLS<br>CHANNEL | VHF<br>FREQUENCY | TACAN<br>CHANNEL |
|----------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|
| 500            | 108.10           | 18X              | 568            | 109.45           | 31Y              | 636            | 114.15           | 88Y              |
| 502            | 108.30           | 20X              | 570            | 109.55           | 32Y              | 638            | 114.25           | 89Y              |
| 504            | 108.50           | 22X              | 572            | 109.65           | 33Y              | 640            | 114.35           | 90Y              |
| 506            | 108.70           | 24X              | 574            | 109.75           | 34Y              | 642            | 114.45           | 91Y              |
| 508            | 108.90           | 26X              | 576            | 109.85           | 35Y              | 644            | 114.55           | 92Y              |
| 510            | 109.10           | 28X              | 578            | 109.95           | 36Y              | 646            | 114.65           | 93Y              |
| 512            | 109.30           | 30X              | 580            | 110.05           | 37Y              | 648            | 114.75           | 94Y              |
| 514            | 109.50           | 32X              | 582            | 110.15           | 38Y              | 650            | 114.85           | 95Y              |
| 516            | 109.70           | 34X              | 584            | 110.25           | 39Y              | 652            | 114.95           | 96Y              |
| 518            | 109.90           | 36X              | 586            | 110.35           | 40Y              | 654            | 115.05           | 97Y              |
| 520            | 110.10           | 38X              | 588            | 110.45           | 41Y              | 656            | 115.15           | 98Y              |
| 522            | 110.30           | 40X              | 590            | 110.55           | 42Y              | 658            | 115.25           | 99Y              |
| 524            | 110.50           | 42X              | 592            | 110.65           | 43Y              | 660            | 115.35           | 100Y             |
| 526            | 110.70           | 44X              | 594            | 110.75           | 44Y              | 662            | 115.45           | 101Y             |
| 528            | 110.90           | 46X              | 596            | 110.85           | 45Y              | 664            | 115.55           | 102Y             |
| 530            | 111.10           | 48X              | 598            | 110.95           | 46Y              | 666            | 115.65           | 103Y             |
| 532            | 111.30           | 50X              | 600            | 111.05           | 47Y              | 668            | 115.75           | 104Y             |
| 534            | 111.50           | 52X              | 602            | 111.15           | 48Y              | 670            | 115.85           | 105Y             |
| 536            | 111.70           | 54X              | 604            | 111.25           | 49Y              | 672            | 115.95           | 106Y             |
| 538            | 111.90           | 56X              | 606            | 111.35           | 50Y              | 674            | 116.05           | 107Y             |
| 540            | 108.05           | 17Y              | 608            | 111.45           | 51Y              | 676            | 116.15           | 108Y             |
| 542            | 108.15           | 18Y              | 610            | 111.55           | 52Y              | 678            | 116.25           | 109Y             |
| 544            | 108.25           | 19Y              | 612            | 111.65           | 53Y              | 680            | 116.35           | 110Y             |
| 546            | 108.35           | 20Y              | 614            | 111.75           | 54Y              | 682            | 116.45           | 111Y             |
| 548            | 108.45           | 21Y              | 616            | 111.85           | 55Y              | 684            | 116.55           | 112Y             |
| 550            | 108.55           | 22Y              | 618            | 111.95           | 56Y              | 686            | 116.65           | 113Y             |
| 552            | 108.65           | 23Y              | 620            | 113.35           | 80Y              | 688            | 116.75           | 114Y             |
| 554            | 108.75           | 24Y              | 622            | 113.45           | 81Y              | 690            | 116.85           | 115Y             |
| 556            | 108.85           | 25Y              | 624            | 113.55           | 82Y              | 692            | 116.95           | 116Y             |
| 558            | 108.95           | 26Y              | 626            | 113.65           | 83Y              | 694            | 117.05           | 117Y             |
| 560            | 109.05           | 27Y              | 628            | 113.75           | 84Y              | 696            | 117.15           | 118Y             |
| 562            | 109.15           | 28Y              | 630            | 113.85           | 85Y              | 698            | 117.25           | 119Y             |
| 564            | 109.25           | 29Y              | 632            | 113.95           | 86Y              |                |                  |                  |
| 566            | 109.35           | 30Y              | 634            | 114.05           | 87Y              |                |                  |                  |

## FREQUENCY PAIRING PLAN AND MLS CHANNELING

The following is a list of paired VOR/ILS VHF frequencies with TACAN channels and MLS channels.

| TACAN<br>CHANNEL | VHF<br>FREQUENCY | MLS<br>CHANNEL | TACAN<br>CHANNEL | VHF<br>FREQUENCY | MLS<br>CHANNEL | TACAN<br>CHANNEL | VHF<br>FREQUENCY | MLS<br>CHANNEL |
|------------------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|----------------|
| 2X               | 134.5            | -              | 19Y              | 108.25           | 544            | 25X              | 108.80           | -              |
| 2Y               | 134.55           | -              | 20X              | 108.30           | 502            | 25Y              | 108.85           | 556            |
| 11X              | 135.4            | -              | 20Y              | 108.35           | 546            | 26X              | 108.90           | 508            |
| 11Y              | 135.45           | -              | 21X              | 108.40           | -              | 26Y              | 108.95           | 558            |
| 12X              | 135.5            | -              | 21Y              | 108.45           | 548            | 27X              | 109.00           | -              |
| 12Y              | 135.55           | -              | 22X              | 108.50           | 504            | 27Y              | 109.05           | 560            |
| 17X              | 108.00           | -              | 22Y              | 108.55           | 550            | 28X              | 109.10           | 510            |
| 17Y              | 108.05           | 540            | 23X              | 108.60           | -              | 28Y              | 109.15           | 562            |
| 18X              | 108.10           | 500            | 23Y              | 108.65           | 552            | 29X              | 109.20           | -              |
| 18Y              | 108.15           | 542            | 24X              | 108.70           | 506            | 29Y              | 109.25           | 564            |
| 19X              | 108.20           | -              | 24Y              | 108.75           | 554            | 30X              | 109.30           | 512            |

| TACAN<br>CHANNEL | VHF<br>FREQUENCY | MLS<br>CHANNEL | TACAN<br>CHANNEL | VHF<br>FREQUENCY | MLS<br>CHANNEL | TACAN<br>CHANNEL | VHF<br>FREQUENCY | MLS<br>CHANNEL |
|------------------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|----------------|
| 30Y              | 109.35           | 566            | 63X              | 133.60           | -              | 95Y              | 114.85           | 650            |
| 31X              | 109.40           | -              | 63Y              | 133.65           | -              | 96X              | 114.90           | -              |
| 31Y              | 109.45           | 568            | 64X              | 133.70           | -              | 96Y              | 114.95           | 652            |
| 32X              | 109.50           | 514            | 64Y              | 133.75           | -              | 97X              | 115.00           | -              |
| 32Y              | 109.55           | 570            | 65X              | 133.80           | -              | 97Y              | 115.05           | 654            |
| 33X              | 109.60           | -              | 65Y              | 133.85           | -              | 98X              | 115.10           | -              |
| 33Y              | 109.65           | 572            | 66X              | 133.90           | -              | 98Y              | 115.15           | 656            |
| 34X              | 109.70           | 516            | 66Y              | 133.95           | -              | 99X              | 115.20           | -              |
| 34Y              | 109.75           | 574            | 67X              | 134.00           | -              | 99Y              | 115.25           | 658            |
| 35X              | 109.80           | -              | 67Y              | 134.05           | -              | 100X             | 115.30           | -              |
| 35Y              | 109.85           | 576            | 68X              | 134.10           | -              | 100Y             | 115.35           | 660            |
| 36X              | 109.90           | 518            | 68Y              | 134.15           | -              | 101X             | 115.40           | -              |
| 36Y              | 109.95           | 578            | 69X              | 134.20           | -              | 101Y             | 115.45           | 662            |
| 37X              | 110.00           | -              | 69Y              | 134.25           | -              | 102X             | 115.50           | -              |
| 37Y              | 110.05           | 580            | 70X              | 112.30           | -              | 102Y             | 115.55           | 664            |
| 38X              | 110.10           | 520            | 70Y              | 112.35           | -              | 103X             | 115.60           | -              |
| 38Y              | 110.15           | 582            | 71X              | 112.40           | -              | 103Y             | 115.65           | 666            |
| 39X              | 110.20           | -              | 71Y              | 112.45           | -              | 104X             | 115.70           | -              |
| 39Y              | 110.25           | 584            | 72X              | 112.50           | -              | 104Y             | 115.75           | 668            |
| 40X              | 110.30           | 522            | 72Y              | 112.55           | -              | 105X             | 115.80           | -              |
| 40Y              | 110.35           | 586            | 73X              | 112.60           | -              | 105Y             | 115.85           | 670            |
| 41X              | 110.40           | -              | 73Y              | 112.65           | -              | 106X             | 115.90           | -              |
| 41Y              | 110.45           | 588            | 74X              | 112.70           | -              | 106Y             | 115.95           | 672            |
| 42X              | 110.50           | 524            | 74Y              | 112.75           | -              | 107X             | 116.00           | -              |
| 42Y              | 110.55           | 590            | 75X              | 112.80           | -              | 107Y             | 116.05           | 674            |
| 43X              | 110.60           | -              | 75Y              | 112.85           | -              | 108X             | 116.10           | -              |
| 43Y              | 110.65           | 592            | 76X              | 112.90           | -              | 108Y             | 116.15           | 676            |
| 44X              | 110.70           | 526            | 76Y              | 112.95           | -              | 109X             | 116.20           | -              |
| 44Y              | 110.75           | 594            | 77X              | 113.00           | -              | 109Y             | 116.25           | 678            |
| 45X              | 110.80           | -              | 77Y              | 113.05           | -              | 110X             | 116.30           | -              |
| 45Y              | 110.85           | 596            | 78X              | 113.10           | -              | 110Y             | 116.35           | 680            |
| 46X              | 110.90           | 528            | 78Y              | 113.15           | -              | 111X             | 116.40           | -              |
| 46Y              | 110.95           | 598            | 79X              | 113.20           | -              | 111Y             | 116.45           | 682            |
| 47X              | 111.00           | -              | 79Y              | 113.25           | -              | 112X             | 116.50           | -              |
| 47Y              | 111.05           | 600            | 80X              | 113.30           | -              | 112Y             | 116.55           | 684            |
| 48X              | 111.10           | 530            | 80Y              | 113.35           | 620            | 113X             | 116.60           | -              |
| 48Y              | 111.15           | 602            | 81X              | 113.40           | -              | 113Y             | 116.65           | 686            |
| 49X              | 111.20           | -              | 81Y              | 113.45           | 622            | 114X             | 116.70           | -              |
| 49Y              | 111.25           | 604            | 82X              | 113.50           | -              | 114Y             | 116.75           | 688            |
| 50X              | 111.30           | 532            | 82Y              | 113.55           | 624            | 115X             | 116.80           | -              |
| 50Y              | 111.35           | 606            | 83X              | 113.60           | -              | 115Y             | 116.85           | 690            |
| 51X              | 111.40           | -              | 83Y              | 113.65           | 626            | 116X             | 116.90           | -              |
| 51Y              | 111.45           | 608            | 84X              | 113.70           | -              | 116Y             | 116.95           | 692            |
| 52X              | 111.50           | 534            | 84Y              | 113.75           | 628            | 117X             | 117.00           | -              |
| 52Y              | 111.55           | 610            | 85X              | 113.80           | -              | 117Y             | 117.05           | 694            |
| 53X              | 111.60           | -              | 85Y              | 113.85           | 630            | 118X             | 117.10           | -              |
| 53Y              | 111.65           | 612            | 86X              | 113.90           | -              | 118Y             | 117.15           | 696            |
| 54X              | 111.70           | 536            | 86Y              | 113.95           | 632            | 119X             | 117.20           | -              |
| 54Y              | 111.75           | 614            | 87X              | 114.00           | -              | 119Y             | 117.25           | 698            |
| 55X              | 111.80           | -              | 87Y              | 114.05           | 634            | 120X             | 117.30           | -              |
| 55Y              | 111.85           | 616            | 88X              | 114.10           | -              | 120Y             | 117.35           | -              |
| 56X              | 111.90           | 538            | 88Y              | 114.15           | 636            | 121X             | 117.40           | -              |
| 56Y              | 111.95           | 618            | 89X              | 114.20           | -              | 121Y             | 117.45           | -              |
| 57X              | 112.00           | -              | 89Y              | 114.25           | 638            | 122X             | 117.50           | -              |
| 57Y              | 112.05           | -              | 90X              | 114.30           | -              | 122Y             | 117.55           | -              |
| 58X              | 112.10           | -              | 90Y              | 114.35           | 640            | 123X             | 117.60           | -              |
| 58Y              | 112.15           | -              | 91X              | 114.40           | -              | 123Y             | 117.65           | -              |
| 59X              | 112.20           | -              | 91Y              | 114.45           | 642            | 124X             | 117.70           | -              |
| 59Y              | 112.25           | -              | 92X              | 114.50           | -              | 124Y             | 117.75           | -              |
| 60X              | 133.30           | -              | 92Y              | 114.55           | 644            | 125X             | 117.80           | -              |
| 60Y              | 133.35           | -              | 93X              | 114.60           | -              | 125Y             | 117.85           | -              |
| 61X              | 133.40           | -              | 93Y              | 114.65           | 646            | 126X             | 117.90           | -              |
| 61Y              | 133.45           | -              | 94X              | 114.70           | -              | 126Y             | 117.95           | -              |
| 62X              | 133.50           | -              | 94Y              | 114.75           | 648            |                  |                  |                |
| 62Y              | 133.55           | -              | 95X              | 114.80           | -              |                  |                  |                |

**(35) COMM/NAV/WEATHER REMARKS:**

These remarks consist of pertinent information affecting the current status of communications, NAVAIDs and weather.

**ABERDEEN/AMORY****MONROE CO** (M40) 4 NE UTC-6(-5DT) N33°52.43' W88°29.38'**MEMPHIS**

226 B S2 FUEL 100LL, JET A NOTAM FILE GWO

L-18H

RWY 18-36: H4999X75 (ASPH) S-21 MIRL

IAP

RWY 18: REIL. VASI(V4L). Trees. RWY 36: Trees.

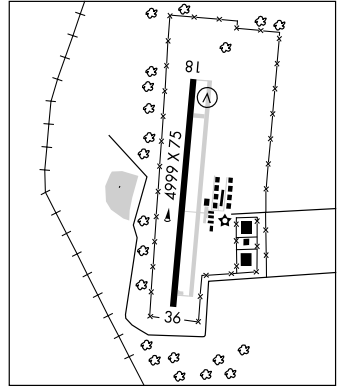
**AIRPORT REMARKS:** Attended 1400-2300Z+. For fuel after hrs call: 662-369-7610/369-7523. Major powerplant repairs avbl. Free phone avbl outside 662-369-4800. Arpt lgts opr 0400-1200Z+. ACTIVATE MIRL Rwy 18-36 and REIL Rwy 18—CTAF. VASI Rwy 18 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.475 (662) 369-3498.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® **COLUMBUS APP/DEP CON** 126.075 (1300-0100Z+ Mon-Fri, 1600-2300Z+ Sun, clsd Sat and holidays. Other times ctc

**MEMPHIS CENTER APP/DEP CON** 127.1**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 359° 23.3 to fld. 240/04E. **HIWAS.**

**ACKERMAN CHOCTAW CO** (9M4) 3 W UTC-6(-5DT) N33°18.21' W89°13.70'**MEMPHIS**

552 B NOTAM FILE GWO

L-18G

RWY 01-19: H3000X75(ASPH) S-19.5 MIRL

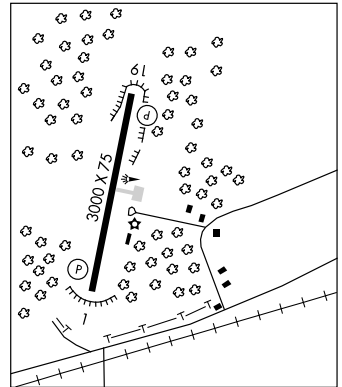
RWY 01: PAPI(P2L)—GA 3.0° TCH 42'.

RWY 19: PAPI(P2L)—GA 3.0° TCH 34'. Trees.

**AIRPORT REMARKS:** Unattended. Wildlife on and invof arpt. Rwy 01-19 pavement has cracks and loose rocks on rwy. Rotating bcn OTS indef.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 249° 37.5 NM to fld. 240/04E. **HIWAS.**

**ALLEN** N32°24.75' W90°07.17' NOTAM FILE JAN.**MEMPHIS**

NDB (LOM) 365 JA 157° 6.5 NM to Jackson-Evers Intl. Unmonitored 0500-1200Z+.

L-18G

**BATESVILLE****PANOLA CO** (PMU) 4 NE UTC-6(-5DT) N34°21.81' W89°53.57'**MEMPHIS**

221 B S4 FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-18G

RWY 01-19: H5000X75 (ASPH) S-30 MIRL

IAP

RWY 01: PAPI(P2L)—GA 4.0° TCH 39'. Thld dsplcd 590'. Trees.

RWY 19: PAPI(P2L)—GA 4.0° TCH 39'. Trees.

**AIRPORT REMARKS:** Attended dalgt hrs. Self-service on 100LL with credit card. For attendant after hrs call 662-487-2609 or 662-563-5700. Parachute Jumping. Ultralight activity on and invof arpt. Rwy 01-19 lgts OTS indef. PAPI Rwy 01 and Rwy 19 opr dusk to 0400Z+. After 0400Z+ ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.225 (662) 563-6267.**COMMUNICATIONS:** CTAF/UNICOM 122.8® **MEMPHIS APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22' W89°29.79' 216° 31.3 NM to fld. 630/03E. **ILS/DME** 110.35 I-PMU Chan 40(Y) Rwy 19. LOC only.

**BAYOU** N30°29.13' W89°09.73' NOTAM FILE GPT.  
NDB (LOM) 360 GP 132° 6.7 NM to Gulfport-Biloxi Intl.

NEW ORLEANS  
L-21C, 226

**BAY ST LOUIS**

**STENNIS INTL** (HSA) 8 NW UTC-6(-5DT) N30°22.07' W89°27.28'

NEW ORLEANS

23 B S4 FUEL 100LL JET A Class IV, ARFF Index A. NOTAM FILE HSA

H-7E, 8F, L-21B, 226, 60MC

RWY 18-36: H8497X150 (ASPH-GRVD) S-120, D-170, ST-175, DT-270 HIRL

IAP

RWY 18: MALSR. PAPI(P4L)—GA 3.0° TCH 53'. Tree.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 55'. Trees.

**AIRPORT REMARKS:** Attended 1230-0130Z†. For fuel after hrs call 228-463-0404 or 228-467-7070. For major and minor repairs after hrs call 228-467-3222. CLOSED to air carrier ops with more than 30 passenger seats except 48 hr PPR call arpt manager 228-467-7070. Numerous flocks of birds AER 36. Numerous low flying fish spotter acft ops near shoreline between Gulfport and Bay St Louis SR-SS. ACTIVATE HIRL Rwy 18-36, REIL Rwy 36—CTAF. ACTIVATE MALSR Rwy 18 127.15.

**WEATHER DATA SOURCES:** AWOS-3 118.375 (228) 466-9320. OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ **GULFPORT APP/DEP CON** 124.6 (130°-309°) 127.5 (310°-129°)  
(1200-0500Z‡)

Ⓡ **HOUSTON CENTER APP/DEP CON** 132.6 (0500-1200Z‡)  
TOWER 127.15 (1300-0300Z‡) GND CON 121.725

**AIRSPACE:** CLASS D svc 1300-0300Z‡ other times CLASS G.

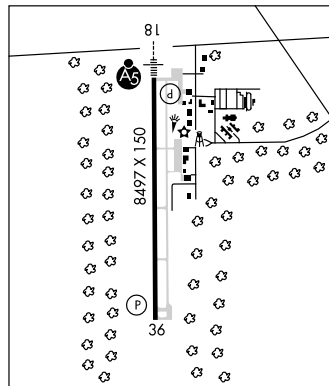
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.

**GULFPORT (L) VORTAC** 109.0 GPT Chan 27 N30°24.41'

W89°04.61' 263° 19.7 NM to fld. 23/02E. HIWAS.

**HANCO NDB (MHW/LOM)** 221 HS N30°27.06' W89°27.32' 179° 5 NM to fld.

ILS 110.35 I-HSA Rwy 18. LOM Hanco NDB.

**BAY SPRINGS**

**THIGPEN FLD** (ØØM) 3 SE UTC-6(-5DT) N31°57.23' W89°14.12'

NEW ORLEANS

351 B NOTAM FILE GWO

L-18G

RWY 16-34: H3000X50 (ASPH) S-8 MIRL

RWY 16: Trees. RWY 34: Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z‡.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**EATON (L) VORTAC** 110.6 LBY Chan 43 N31°25.12' W89°20.26' 004° 32.5 NM to fld. 290/05E.

**BELMONT**

**TISHOMINGO CO** (Ø1M) 2 S UTC-6(-5DT) N34°29.50' W88°12.07'

MEMPHIS

578 B S4 FUEL 100LL, JET A NOTAM FILE GWO

L-18H

RWY 17-35: H4000X60 (ASPH) S-20 MIRL

RWY 17: Thld dsplcd 500'. Trees.

RWY 35: Thld dsplcd 977'. Trees.

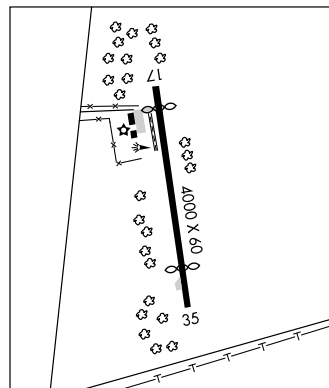
**AIRPORT REMARKS:** Attended Mon-Sat 1300-2300Z‡. For fuel and svc after hrs call 662-454-9989 or 662-424-0846. Rwy 17 dsplcd thld not lighted. BCN lgt does not rotate. ACTIVATE MIRL Rwy 17-35—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

**HAMILTON (L) VORTACW** 110.4 HAB Chan 41 N34°11.71'

W88°00.75' 330° 20.1 NM to fld. 810/02E. HIWAS.

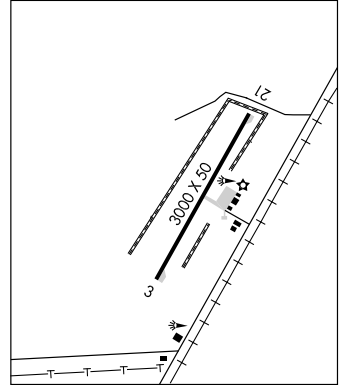


**BELZONI MUNI** (1M2) 3 SW UTC-6(-5DT) N33°08.71' W90°30.92'

MEMPHIS

110 B TPA-1210(1100) NOTAM FILE GWO

L-186

**RWY 03-21:** H3000X50 (ASPH) S-24 MIRL**RWY 03:** P-line. **RWY 21:** Twr.**AIRPORT REMARKS:** Unattended. Arpt CLOSED at ngt. Rwy 21 has 4' ditch 130' from thld. MIRL Rwy 03-21 Preset low ints; higher ints ACTIVATE-CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83' W90°16.64' 209° 22.5 NM to fld. 125/03E.**BIGBEE** N33°29.13' W88°30.82' NOTAM FILE GWO.

MEMPHIS

**(L) VORTACW** 116.2 IGB Chan 109 238° 4.4 NM to Golden Triangle Rgnl. 240/04E. **HIWAS.**

H-6J, L-186

VOR portion unusable: 200°-260° blo 5000'.

**RCO** 123.65 (GREENWOOD RADIO)**BOONEVILLE/BALDWIN** (8M1) 6 SW UTC-6(-5DT) N34°35.51' W88°38.91'

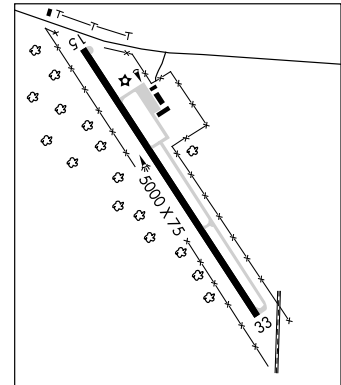
MEMPHIS

384 B FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-186

**RWY 15-33:** H5000X75 (ASPH-GRVD) S-20 MIRL

IAP

**RWY 15:** REIL. Trees. **RWY 33:** REIL. Trees.**AIRPORT REMARKS:** Attended 1300-2000Z±. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 15-33-CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8**MEMPHIS CENTER APP/DEP CON** 135.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUP.**TUPELO (L) VORW/DME** 109.8 OTB Chan 35 N34°13.43' W88°47.84' 015° 23.2 NM to fld. 360/04E.**BRENZ** N32°24.78' W90°15.68' NOTAM FILE HKS.

MEMPHIS

**NDB (MHW/LOM)** 260 JH 155° 5.1 NM to Hawkins Fld. NDB unmonitored 0300-1300Z±.

L-186



**BROOKHAVEN—LINCOLN CO** (1R7) 3 NE UTC-6(-5DT) N31°36.35' W90°24.56'

NEW ORLEANS

489 B FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-22F

RWY 04-22: H5000X75 (ASPH) S-27 MIRL

IAP

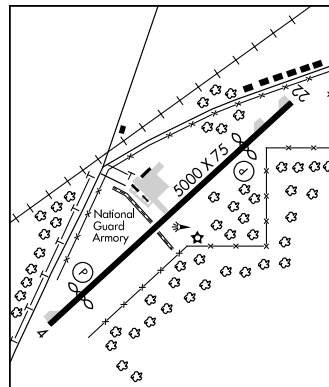
RWY 04: PAPI(P2L)—GA 3.0° TCH 40'. Thld dsplcd 632'. Trees.

RWY 22: PAPI(P2L)—GA 3.0° TCH 40'. Thld dsplcd 1000'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-1800Z†. For attendant after hours call 601-918-3671. Fuel svc avbl 24 hrs with credit card. Tall trees on AER 22. MIRL Rwy 04-22 preset low ints dusk-dawn, to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.125 (601) 833-3209.**COMMUNICATIONS:** CTAF/UNICOM 122.8® **HOUSTON CENTER APP/DEP CON** 126.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.

**McCOMB (H) VORTAC** 116.7 MCB Chan 114 N31°18.27' W90°15.49' 334° 19.6 NM to fld. 440/03E. **HIWAS.**

**BRUCE CAMPBELL FLD** (See MADISON)**BRYAN** N33°25.92' W88°51.02' NOTAM FILE GWO.

MEMPHIS

NDB (MHW) 281 STF at George M. Bryan. NDB unmonitored.

L-18G

**CALEDONIA** N33°38.49' W88°26.31' NOTAM FILE CBM.

MEMPHIS

(T) **VORTAC** 115.2 CBM Chan 99 at Columbus AFB. 220/0E. Monitored Mon-Fri 1300-0100Z†, L-18H  
Sun 1600-2300Z†. No NOTAM MP Mon-Fri 0300-1030Z†. Sun 1300-1500Z†.

**CALHOUN CO** (See PITTSBORO)**C. A. MOORE** (See LEXINGTON)**CARTHAGE—LEAKE CO** (Ø8M) 2 N UTC-6(-5DT) N32°45.67' W89°31.80'

MEMPHIS

454 B S4 FUEL 100LL NOTAM FILE GWO

L-18G

RWY 17-35: H3000X50 (ASPH) S-20 MIRL

RWY 17: Trees.

RWY 35: Trees.

**AIRPORT REMARKS:** Unattended. For fuel call 601-267-7717. ACTIVATE MIRL Rwy 17-35—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45' W90°10.06' 060° 35.7 NM to fld. 360/05E.**CHARLESTON MUNI** (Ø9M) 2 S UTC-6(-5DT) N33°59.49' W90°04.69'

MEMPHIS

175 B NOTAM FILE GWO

L-18G

RWY 18-36: H3000X50 (ASPH) S-18 MIRL

RWY 18: Trees.

RWY 36: Poles.

**AIRPORT REMARKS:** Unattended. Public phone avbl 662-647-9484.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83' W90°16.64' 016° 32.9 NM to fld. 125/03E.**CLARKE CO** (See QUITMAN)**CLARKSDALE** N34°17.58' W90°30.94' NOTAM FILE GWO.

MEMPHIS

NDB (MHW) 341 CKM at Fletcher Fld. Unmonitored Mon-Fri 0100-1300Z†, Sat-Sun 2300-1400Z†.

SHUTDOWN.

L-18G

**CLARKSDALE****FLETCHER FLD** (CKM) 7 NE UTC-6(-5DT) N34°17.98' W90°30.74'

173 B FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5404X100 (ASPH) S-25, D-32 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 27'.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 27. Trees.

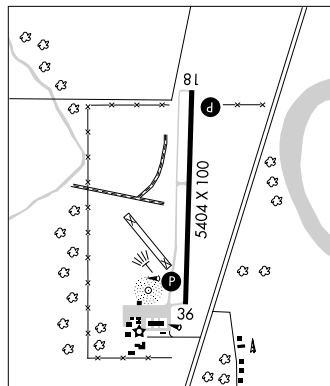
**AIRPORT REMARKS:** Attended dalgt hrs. Numerous agricultural acft opr W of North/South twy. Acft dep N; land S. Rwy 18-36 1 hr PPR for acft over 30,000 lbs, call 662-624-5554. Public phone avbl 662-624-9231. REIL Rwy 18 OTS indef. REIL Rwy 36 OTS indef.

ACTIVATE MIRL Rwy 18-36; PAPI and REIL Rwy 18 and 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.675 (662) 624-9777. OTS indef.**COMMUNICATIONS:** CTAF/UNICOM 122.8Ⓜ **MEMPHIS CENTER APP/DEP CON** 135.3**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83' W90°16.64' 344° 51.3 NM to fld. 125/03E.

**CLARKSDALE NDB (MHW)** 341 CKM N34°17.58' W90°30.94' at fld. Unmonitored Mon-Fri 0100-1300Z†, Sat-Sun 2300-1400Z†. SHUTDOWN.



**MEMPHIS**  
H-6J, L-18G  
IAP

**CLEVELAND MUNI** (RNV) 2 NW UTC-6(-5DT) N33°45.67' W90°45.47'

139 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 17-35: H4002X75 (ASPH) S-26 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 63'. Tree.

RWY 35: PAPI(P4L)—GA 3.0° TCH 40'. Tree.

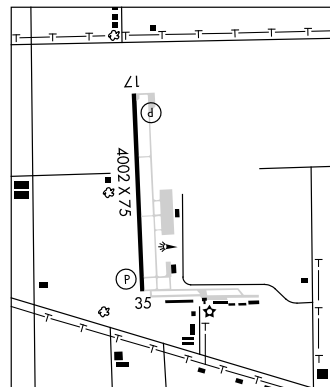
**AIRPORT REMARKS:** Attended Mon-Sat 1400-0000Z†, Sun 1900-2300Z†. Heavy concentration of student activity on and infov arpt—please check fld. PAEW infov Rwy 17-35 and twy indef. Rwy 17-35 thld lgts 93 ft from thld. Public telephone avbl in pre-flight room 662-843-8016. ACTIVATE MIRL Rwy 17-35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.175 (662) 843-3021.**COMMUNICATIONS:** CTAF/UNICOM 122.725**MEMPHIS CENTER APP/DEP CON** 135.875**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

**GREENVILLE (L) VOR/DME** 110.2 GLH Chan 39 N33°31.41' W90°58.98' 034° 18.2 NM to fld. 130/04E.

**RENOVA NDB (MHW)** 272 RNV N33°48.42' W90°45.76' 171° 2.8 NM to fld. NOTAM FILE GWO.

NDB unmonitored. NDB unusable byd 20 NM.



**MEMPHIS**  
L-18F  
IAP

**COLUMBIA-MARION CO** (ØRØ) 3 N UTC-6(-5DT) N31°17.82' W89°48.77'

NEW ORLEANS

265 B S4 FUEL 100LL NOTAM FILE GWO

L-21B, 22F

RWY 05-23: H4460X70 (ASPH) S-30 MIRL 0.5% up NE

IAP

RWY 05: Trees.

RWY 23: REIL. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat-Sun on call.

For attendant after hrs call 601-517-4042. Fuel svc avbl 24 hrs with credit card. Rwy 23 REIL OTS indef.

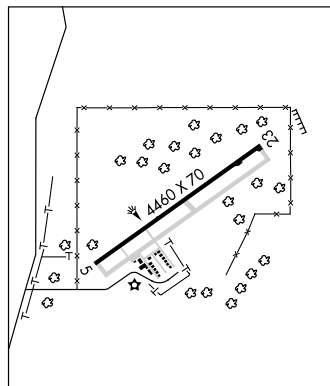
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® HOUSTON CENTER APP/DEP CON 126.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 249° 25.5 NM to fld. 290/05E.



**COLUMBUS AFB** (CBM)(KCBM) AF 9 N UTC-6(-5DT) N33°38.71' W88°26.76' **MEMPHIS**  
 219 B TPA—See Remarks Class I, ARFF Index A NOTAM FILE CBM Not insp. **H-6J, L-18H**  
**RWY 13C-31C:** H12004X300 (ASPH-CONC) PCN 52 F/A/W/T HIRL **DIAP, AD**  
**RWY 13C:** ALSF1. PAPI(P2L)—GA 3.0° TCH 40'. **RWY 31C:** ALSF1. PAPI(P2L)—GA 3.0° TCH 48'.  
**RWY 13L-31R:** H8001X150 (ASPH-CONC) PCN 35 R/B/W/T HIRL  
**RWY 13L:** PAPI(P2L)—GA 3.5°. **RWY 31R:** PAPI(P2L)—GA 3.5°.  
**RWY 13R-31L:** H6315X175 (CONC-GRVD) PCN 69 R/B/W/T MIRL  
**RWY 13R:** PAPI(P2L). **RWY 31L:** PAPI(P2L).  
**ARRESTING GEAR/SYSTEM**  
**RWY 13C** MA-1A CHAG (101' OVRN) MA-1A CHAG (103') **RWY 31C**  
**RWY 13L** BAK-15 CHAG (120' OVRN) MA-1A CHAG (120' OVRN) **RWY 31R**  
**MILITARY SERVICE: A-GEAR** MA-1A continue raised position on dep end of center rwy, down and disconnected on apch end. **JASU** 1(MD-3) 2(A/M32A-86) 3(MA-1A) **FUEL** J8 **FLUID** LPOX LOX **OIL** O-148-156; SOAP—results avbl Mon-Fri. **TRAN ALERT** Limited fleet svc avbl.  
**MILITARY REMARKS:** Tran opr weekdays 1300-0100Z†, Sun 1800-2300Z†, CLOSED holidays. See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** PPR, etc Base OPS DSN 742-2998, C662-434-2998/2861 PPR ltd during student training. Overhead apch not authorized during student training opr. All tran aircrews check in with Base OPS. Expect radar vector for full stop ldg during student training. Altitude restricted for VMC dep acft. PPR, only 4 acft per hr during student training. **CAUTION** Uncontrolled vehicle tfc on twy and ramps. Do not mistake parallel twy to Rwy 13R-31L for rwy. Rwy 13R-31L additional markings for base assign T-38 emergency lndg only. Rwy 13R overrun 1000' full strength pavement, Rwy 31L overrun 1635' full strength pavement. Exercise caution braking when wet, ponding conditions exist. Braking action less than expected, reduced rwy skid resistance and high potential for hydroplaning all rwys when wet. T-1 Ramp E of control twr is located in Rwy 31L clear zone. Acft within Rwy Supervisory Unit (RSU) practice area are not Class C participants. RSU practice areas are defined in FLIP AP/1 Supplementary Arpt Remark. **TFC PAT** TPA—Overhead 1700(1481), Rectangular 1200(981), Helicopter 700(481). **NS ABTMT** Quiet hr daily 0400-1200Z†. **MISC** Call Base OPS to determine available tran parking space and status of student training on weekend. Base OPS DSN 742-2861/2998, C662-434-2998/2861. Limited hangar space avbl Apr-Dec. First 3500' Rwy 13C and first 3525' Rwy 31C is grooved concrete, middle 4975' is asphalt. First 1000' Rwy 13L-31R is concrete, mid 6000' is asphalt. Augmented wx observation view limited, restricted from 140°-320° by flightline facilities and trees. Standard USAF RSRs applied. ATC personnel in accordance with the cooperative wx watch will alert wx personnel on any unreported wx condition that could affect flt safety. Auto AN/FMQ-19 ASOS in use located near GS Rwy 13C-31C. Augmented/backed up AN/FMQ-19 ASOS in use when requested during opr hr and for resource protection. Opr hr may vary with local flying schedule. ASOS obsn avbl at DSN 742-1281.  
**COMMUNICATIONS: ATIS** 115.2 273.5 (Mon-Fri 1300-0100Z†, 1600-2300Z† Sun, clsd Sat and holidays.)  
**PTD** 142.3 376.0  
**APP CON** 126.075 239.25 (310°-090°) 132.025 291.65 (090°-165°) 135.6 323.275 (165°-310°) (133.25 307.8 Arr) 121.075 134.55  
**TOWER** 126.65 379.925 (Mon-Fri 1300-0100Z†, 1600-2300Z† Sun, clsd Sat and holidays.)  
**GND CON** 121.9 275.8 **CLNC DEL** 269.55  
**DEP CON** 132.025 135.6 291.65 323.275 **PMSV METRO** 354.6 (Full svc weekdays 1000-0100Z†; Sun 1400-2300Z†, C800-982-4257 Option 6; no service other times, and hol. Opr hr may vary with local flying schedule. Remote briefing svc avbl Barksdale AFB from 26 OWS DSN 781-4775, C866-223-9328. ASOS obsn avbl at DSN 742-1281.) **SOF** 252.1  
**AIRSPACE: CLASS C** svc Mon-Fri 1300-0100Z†, Sat, Sun and holidays 1600-2300Z†, other times CLASS G. Class E airspace 700' AGL and above.  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CBM.  
**CALEDONIA (T) VORTAC** 115.2 CBM Chan 99 N33°38.49' W88°26.31' at fld. 220/OE. Monitored Mon-Fri 1300-0100Z†, Sun 1600-2300Z†. No NOTAM MP Mon-Fri 0300-1030Z†, Sun 1300-1500Z†.  
**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 016° 10.1 NM to fld. 240/4E. **HIWAS**.  
**ILS** 109.3 I-CBM Rwy 13C. Monitored Mon-Fri 1300-0100Z†, Sun 1600-2300Z†. No NOTAM MP Mon-Fri 0300-1030Z† Sun 1200-1400Z†.  
**ILS** 108.7 I-TBB Rwy 31C.

**COLUMBUS—LOWNDES CO** (UBS) 3 SE UTC-6(-5DT)

N33°27.92' W88°22.82'

188 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H4500X100 (ASPH) S-40, D-70, ST-89, DT-120 MIRL

RWY 18: VASI(V2L)—GA 3.0°TCH 25'. Trees.

RWY 36: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z, Sun

1600-2300Z. For fuel service after hrs, call 662-242-8120.

Public phone avbl outside terminal building 662-327-9852. MIRL

Rwy 18-36 ops dusk-0400Z, after 0400Z ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z Mon-Fri;

1600-2300Z Sun, clsd Sat and holidays. Other times ctc

Ⓡ MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

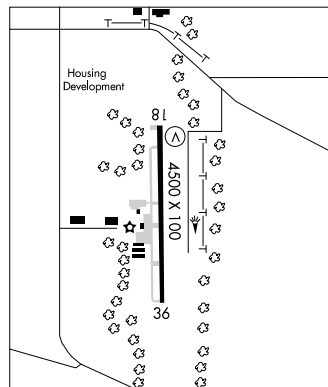
BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 096° 6.8 NM to fld. 240/04E. HIWAS.

MEMPHIS

L-18H

IAP

**COLUMBUS/W POINT/STARKVILLE****GOLDEN TRIANGLE RGNL** (GTR) 10 W UTC-6(-5DT) N33°27.02' W88°35.48'

264 B S2 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE GTR

RWY 18-36: H6497X150 (ASPH) S-133, D-200, DT-300

PCN 30 F/B/Y/T HIRL

RWY 18: MALSR. VASI(V4L)—GA 3.0°TCH 56'.

RWY 36: REIL. VASI(V4L)—GA 3.0°TCH 56'.

AIRPORT REMARKS: Attended continuously. Birds and wildlife invov arpt.

When twr clsd, all acft opr locally at GTR arpt must have a two way

radio capable of transmitting/receiving CTAF and maintain radio

contact. One stop transient acft exempt from requirement.

ACTIVATE HIRL Rwy 18-36; MALSR Rwy 18; REIL Rwy 36 and twy

lgts—118.2.

WEATHER DATA SOURCES: AWOS-3 126.375 (662) 328-7798.

COMMUNICATIONS: CTAF 118.2 ATIS 126.375 UNICOM 122.95

Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z Mon-Fri,

1600-2300Z Sun, clsd Sat and holidays. Other times ctc

MEMPHIS CENTER APP/DEP CON 127.1

COLUMBUS CLNC DEL 126.25

TOWER 118.2 (1200-0200Z) GND CON/CLNC DEL 135.375

AIRSPACE: CLASS D svc (1200-0200Z) other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'

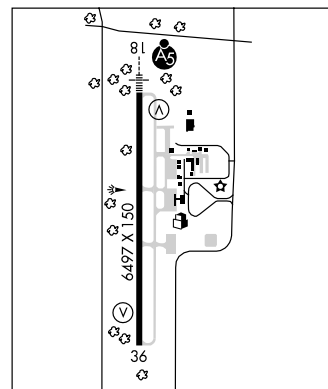
W88°30.82' 238°4.4 NM to fld. 240/04E. HIWAS.

ILS 110.7 I-GTR Rwy 18. (Unmonitored 0500-1130Z).

MEMPHIS

H-6J, L-18H

IAP, AD

**COPIAH CO** (See CRYSTAL SPRINGS)

**CORINTH****ROSCOE TURNER** (CRX) 4 SW UTC-6(-5DT) N34°54.90' W88°36.21'**MEMPHIS**

425 B S4 FUEL 100LL JET A NOTAM FILE GWO

H-6J, L-18G

RWY 18-36: H6500X100 (ASPH-GRVD) S-30 MIRL 0.3% up S

IAP

RWY 18: MALSR. PAPI(P2L)—GA 3.0° TCH 45'.

RWY 36: PAPI(P2L)—GA 3.0° TCH 54'.

**AIRPORT REMARKS:** Attended Mon-Sat dalgt, Sun 1400Z†-dusk.

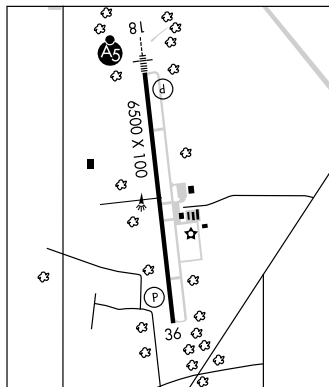
ACTIVATE MIRL Rwy 18-36, MALSR Rwy 18—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.675 (662) 287-5103.**COMMUNICATIONS:** CTAF/UNICOM 122.8Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.**JACKS CREEK (L) VOR/DME** 109.4 JKS Chan 31 N35°35.94'

W88°21.54' 194° 42.7 NM to fld. 630/02E.

**SEYER NDB(LOM)** 334 UU N35°00.93' W88°36.94' 173° 6.1

NM to fld.

**ILS** 111.1 I-UUR Rwy 18 Class IA. LOM SEYER NDB.**CROSBY MUNI** (C71) 1 NE UTC-6(-5DT) N31°17.76' W91°03.17'**HOUSTON**

336 NOTAM FILE GWO

Not insp.

L-21B, 22F

RWY 17-35: H3127X60(ASPH) S-16

RWY 17: Trees.

RWY 35: Trees.

**AIRPORT REMARKS:** Unattended. Deer on and invof arpt.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE HEZ.**NATCHEZ (L) VOR/DME** 110.0 HEZ Chan 37 N31°37.09' W91°17.98' 147° 20.7 NM to fld. 280/03E.

(DME unmonitored).

**CRYSTAL SPRINGS****COPIAH CO** (M11) 4 S UTC-6(-5DT) N31°54.18' W90°22.12'**NEW ORLEANS**

443 B S4 FUEL 100LL NOTAM FILE GWO

L-22F

RWY 17-35: H3000X75 (ASPH) S-10 MIRL

RWY 17: REIL. Trees.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2300Z†. For svc after hrs call 601-754-0500. Livestock on and invof rwy. Rwy 17-35 cracks in pavement and loose gravel all sfcs. Terrain drops off abruptly 100' from both ends of rwy.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.**McCOMB (H) VORTAC** 116.7 MCB Chan 114 N31°18.27' W90°15.49' 348° 36.3 NM to fld. 440/03E.

HIWAS

**DEAN GRIFFIN MEML** (See WIGGINS)**DIAMONDHEAD** (66Y) 0 SW UTC-6(-5DT) N30°21.78' W89°23.26'**NEW ORLEANS**

14 Fuel 100LL NOTAM FILE GWO

L-21C, 22G

RWY 18-36: H3800X75 (ASPH) S-12 LIRL

RWY 18: Thld dspcd 613'. Trees.

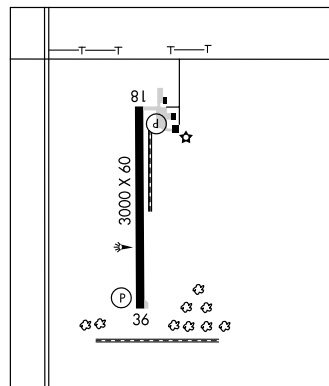
**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. Sat 1330-2230Z†. Fuel avbl 24 hrs with credit card. Rwy 18-36 LIRL OTS indef. ACTIVATE LIRL Rwy 18-36—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 123.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.**GULFPORT (L) VORTAC** 109.0 GPT Chan 27 N30°24.41' W89°04.61' 261° 16.3 NM to fld. 23/02E. HIWAS.

**DREW****RULEVILLE—DREW** (M37) 2 S UTC-6(-5DT) N33°46.58' W90°31.50'**MEMPHIS**

137 B NOTAM FILE GWO

**L-186****RWY 18-36:** H3000X60 (ASPH) S-16 MIRL**IAP****RWY 18:** PAPI(P2L)—GA 3.0° TCH 40'.**RWY 36:** PAPI(P2L)—GA 3.0° TCH 40'.**AIRPORT REMARKS:** Attended irregularly. MIRL Rwy 18-36 ops dusk-0400Z†; after 0400Z† ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 on continuously. Rwy 18-36 MIRL OTS indef.**COMMUNICATIONS:** CTAF 122.9Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.875**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 324° 22.5 NM to fld. 125/03E.

**EATON** N31°25.12' W89°20.26' NOTAM FILE GWO.**NEW ORLEANS****(L) VORTAC** 110.6 LBY Chan 43 356° 2.9 NM to Hattiesburg—Laurel Rgnl. 290/05E.**L-226**

Unusable 300°-000° byd 30 NM. VOR portion unusable 241°-251°.

**RCO 122.1R 110.6T (GREENWOOD RADIO)****EUPORA** (Ø6M) 2 W UTC-6(-5DT) N33°32.07' W89°18.75'**MEMPHIS**

450 B NOTAM FILE GWO

**L-186****RWY 14-32:** H3000X60 (ASPH) S-20 MIRL**RWY 14:** PAPI(P2L)—GA 3.0° TCH 35'. Trees.**RWY 32:** PAPI(P2L)—GA 3.0° TCH 42'. Tree.**AIRPORT REMARKS:** Unattended. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 14-32 and PAPI Rwy 14 and Rwy 32—CTAF.**COMMUNICATIONS:** CTAF 122.9.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 270° 40.2 NM to fld. 240/04E. HIWAS.**FERNI** N31°15.27' W90°30.63' NOTAM FILE MCB.**NEW ORLEANS****NDB (MHW/LOM)** 413 MC 156° 5 NM to Mc Comb—Pike Co—John E Lewis Fld.**L-21B, 22F****FLETCHER FLD** (See CLARKSDALE)**FOREST****G. V. MONTGOMERY** (2M4) 1 S UTC-6(-5DT) N32°21.21' W89°29.32'**MEMPHIS**

517 B NOTAM FILE GWO

**L-186****RWY 16-34:** H3600X75 (ASPH) S-25 MIRL**RWY 16:** Trees.**RWY 34:** Trees.**AIRPORT REMARKS:** Unattended. For arpt attendant Mon-Fri 1400-2200Z†, Sat 1400-1700Z† call 601-469-4141.

Rwy 16-34 uneven pavement. MIRL Rwy 16-34 present med ints dusk-dawn, to incr ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.**MERIDIAN (H) VORTAC** 117.0 MEI Chan 117 N32°22.71' W88°48.26' 263° 34.8 NM to fld. 580/05E.

HIWAS.

**GEORGE M. BRYAN** (See STARKVILLE)**GOLDEN TRIANGLE RGNL** (See COLUMBUS/W POINT/STARKVILLE)**GREENE CO** N31°05.88' W88°29.17' NOTAM FILE GWO.**NEW ORLEANS****(H) VORTACW** 115.7 GCV Chan 104 030° 26 NM to Roy Wilcox. 300/05E.**H-6J, L-21C, 226**

VOR portion unusable: 138°-238° blo 5000'; 291°-339° blo 4000'.

**GREENVILLE** N33°31.41' W90°58.98' NOTAM FILE GLH.

(L) VOR/DME 110.2 GLH Chan 39 179° 2.4 NM to Mid Delta Rgnl. 130/4E.

RC0 122.1R 110.2T (GREENWOOD RADIO)

MEMPHIS

L-18F

## GREENVILLE

**MID DELTA RGNL** (GLH) 5 NE UTC-6(-5DT) N33°28.97' W90°59.14'

131 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE GLH

RWY 18L-36R: H8001X150 (ASPH-GRVD) S-75, D-112, ST-142, DT-182, DDT-540 HIRL

RWY 18L: MALSR.

RWY 36R: REIL VASI (V4L)—GA 3.0° TCH 51'. Tree. Rgt tfc.

RWY 18R-36L: H7019X150 (ASPH-CONC) S-29, D-47, DT-78

MIRL

RWY 18R: VASI(V4L)—GA 3.0° TCH 52'. Rgt tfc.

RWY 36L: VASI(V4L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended 1200-0400Z†. Rwy 18R-36L no txf or Indg authorized for air carrier aircraft. Rwy 18R-36L surface is rough and has several large bumps or heaves. Rwy 18L-36R center 50' of pavement is fair. Outer edges of Rwy 18L-36R are in poor condition producing foreign object debris. Rwy 18R-36L MIRL OTS indef. VASI Rwy 36R opr continuously. When twr clsd HIRL Rwy 18L-36R preset med ints, to increase ints and ACTIVATE MALSR Rwy 18L—CTAF.

**WEATHER DATA SOURCES:** ASOS 125.525 (662) 332-0863. LAWRS.

**COMMUNICATIONS:** CTAF 119.0 UNICOM 122.95

MEMPHIS CENTER APP/DEP CON 135.875

GREENVILLE TOWER 119.0 (1300-0100Z†) GND CON 121.8

**AIRSPACE:** CLASS D svc 1300-0100Z† other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41' W90°58.98' 179° 2.4 NM to fld. 130/04E.

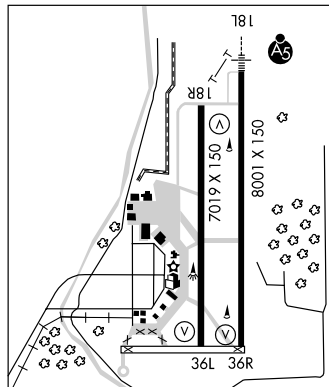
METCALF NDB (MHW) 359 MTQ N33°25.52' W90°58.93' 354° 3.5 NM to fld.

ILS 109.1 I-GLH Rwy 18L. Class IE. (Unmonitored when twr clsd). LOC Backcourse unusable. MM OTS indef.

MEMPHIS

H-6J, L-18F

IAP, AD





**GREENWOOD—LEFLORE** (GWO) 6 E UTC-6(-5DT) N33°29.66' W90°05.08'  
 162 B S4 FUEL 100LL, JET A, A1+ TPA—See Remarks NOTAM FILE GWO  
**RWY 18-36:** H6503X150 (ASPH) S-100, D-176, ST-175, DT-300, DDT-560 HIRL  
**RWY 18:** MALSR. Trees.  
**RWY 05-23:** H5005X150 (ASPH) S-30 MIRL 0.3% up NE  
**RWY 05:** VASI(V4L)—GA 3.0° TCH 34'.  
**RWY 23:** Trees.  
**RWY 09-27:** H2689X60 (ASPH) S-30 0.4% up E  
**RWY 27:** Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z. CLOSED 2 days each at Thanksgiving and Christmas and one day for New Years. Fuel avbl Mon-Fri 1300-0100Z, Sat-Sun 1400-2300Z. Fee for fuel after hrs call 662-453-5756 or 662-299-5616 or 662-455-5530 by appointment after hrs. Powerplant and airframe repairs in emergency or by appt. Migratory birds and deer invof arpt. PAEW invof Rwy 18-36. Rwy 09 and 27 rapidly rising terrain. Rwy 09-27 not controlled by twr. Rwy 09 restricted to txf; Rwy 27 restricted to ldg. Ctc twr or AFSS for ARFF assistance. Arpt mgr limits gross weight Rwy 05-23 to S-42, D-60 in unusual situations. Operator using Rwy 09-27 must be familiar with Greenwood twr Letter to Airman 97-1. Rwy 09-27 no centerline. Rwy 05-23 has minor cracking and is rough and uneven. Rwy 09-27 has major cracking and is rough and uneven. Wind indicator lgt OTS indef. TPA for lgt acft 1000(838); TPA for turboprop and jet acft 1500(1338). When twr clsd ACTIVATE MIRL Rwy 05-23, HIRL Rwy 18-36 and MALSR Rwy 18—CTAF. VASI Rwy 05 opr continuously.

**WEATHER DATA SOURCES:** ASOS 119.975 (662) 453-3304.

**COMMUNICATIONS:** CTAF 118.35 UNICOM 122.95

RCO 122.55 122.2 122.1R (GREENWOOD RADIO)

Ⓜ **MEMPHIS CENTER APP/DEP CON** 132.5

**TOWER** 118.35 (1400-0000Z) **GND CON** 125.55 **CLNC DEL** 125.55

**AIRSPACE:** CLASS D svc 1400-0000Z other times CLASS E.

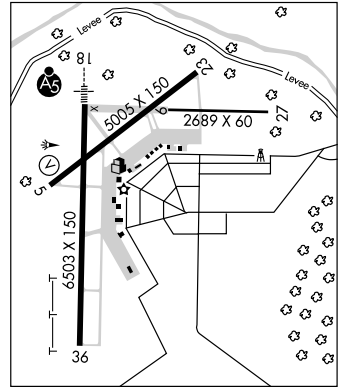
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83' W90°16.64' 076° 9.8 NM to fld. 125/03E.

**TEOCK NDB (LOM)** 349 GW N33°35.52' W90°05.06' 178° 5.8 NM to fld.

**ILS** 111.3 I-GWO Rwy 18. LOM TEOCK NDB.

**COMM/NAV/WEATHER REMARKS:** Ctc Greenwood Radio for airport advisory service on 118.35 when twr is closed.



MEMPHIS

H-6J, L-18G

IAP

**GRENADA MUNI** (GNF) 3 N UTC-6(-5DT) N33°49.95' W89°47.89'

208 B FUEL 100LL, JET A NOTAM FILE GWO

**RWY 13-31:** H7000X150 (ASPH) S-60, D-200, ST-175, DT-300 MIRL

**RWY 13:** MALSR VASI(V4L)—GA 3.0° TCH 52'.

**RWY 31:** VASI(V4L)—GA 3.0° TCH 56'. Trees.

**RWY 04-22:** H5000X100 (ASPH) S-60, D-200, ST-175, DT-300

**RWY 04:** Trees. **RWY 22:** Thld dsplcd 225'. Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z, Sat 1400-0000Z. For fuel, after hrs call 662-226-7330, 662-307-0892, 662-809-1550 or 662-417-0880. Aerobatic acft 4,500' and below within 3 NM of arpt, dalgt hrs. Extensive agriculture ops invof arpt SR-SS between Mar-Oct annually.

**WEATHER DATA SOURCES:** AWOS-3 118.025 (662) 227-3407.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 128.5

GCO 121.72 (GREENWOOD FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

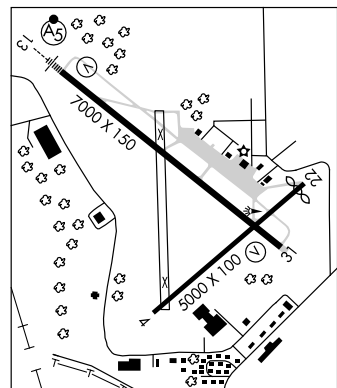
**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 044° 32.6 NM to fld. 125/03E.

**SCOBAY NDB (MHW)** 245 SBQ N33°53.47' W89°52.47' 132°

5.2 NM to fld. Unusable byd 20 NM.

**ILS/DME** 110.9 I-GNF Chan 46 Rwy 13.



MEMPHIS

H-6J, L-18G

IAP

**GULFPORT-BILOXI INTL** (GPT) 3 NE UTC-6(-5DT) N30°24.44' W89°04.21'

NEW ORLEANS

28 B S4 FUEL 100LL, JET A TPA—See Remarks LRA Class I, ARFF Index B H-7E, 8F, L-21C, 22G, GOMC  
NOTAM FILE GPT IAP, AD**RWY 14-32:** H9002X150 (ASPH-CONC) S-60, D-155, ST-175,  
DT-265 HIRL**RWY 14:** MALSR. PAPI(P4R)—GA 3.0° TCH 60'. Trees.**RWY 32:** MALSR. VASI(V4L)—GA 3.0° TCH 47'. Tower.**RWY 18-36:** H4935X150 (ASPH) S-20, DT-115 MIRL**RWY 18:** PAPI(P4R)—GA 3.0° TCH 47'. Tree.**RWY 36:** VASI(V4L)—GA 3.0° TCH 34'. Trees.**ARRESTING GEAR/SYSTEMS****RWY 14** ←BAK-14 BAK-12B (B) (1800')BAK-14 BAK-12B (B) (1300') →**RWY 32****AIRPORT REMARKS:** Attended 1200-0500Z†. After hrs call

228-864-2576. 150' AGL crane 4600' N of Rwy 18 thld.

Numerous low flying fish spotter acft opr near shoreline between

Pascagoula and Gulfport SR-SS. Maverick pad apron area on N

end of Twy C restricted to military acft use only. TPA—jets

1528(1500) conventional 1228(1200) light single-engine

828(800). Arresting gear avbl during ANG ops with 30 min prior

notice. Acft over 115,000 lbs are restricted from 180° turns on

asph portion of Rwy 18-36. Acft with wingspan greater than 223'

are restricted from opr on Twy C between Twy A and AER 32. Civil acft with wingspan of 132' or greater and all

air carrier acft must be escorted along Twy A north of Twy C by gnd handling agent. Military acft or acft

supporting mil mission with wingspan of 132' or greater must have escort or coordinate taxi procedures with gnd

handling agent prior to taxiing on Twy A. Acft opr as scheduled or charter passenger svc shall not taxi on Twy A

north of Twy B intersection without escort from gnd handling agent or arpt authority. Twy F clsd indef. Acft over

155,000 lbs are restricted from using the N part of Twy A at Rwy 18-36. Acft over 316,000 lbs are restricted

from using the S part of Twy A between Twy C and Rwy 14-32. Due to apron activity acft with wingspan greater

than 170' should be alert on Twy A between Twy C and Twy B. Rwy 14 and Rwy 32 touchdown, runway visual

range avbl. When twr clsd ACTIVATE HIRL Rwy 14-32, PAPI Rwy 18, VASI Rwy 36, MALSR Rwy 14 and Rwy

32—CTAF. MIRL Rwy 18-36 not avbl when twr clsd. PAPI Rwy 14 and VASI Rwy 32 on continuously. Flight

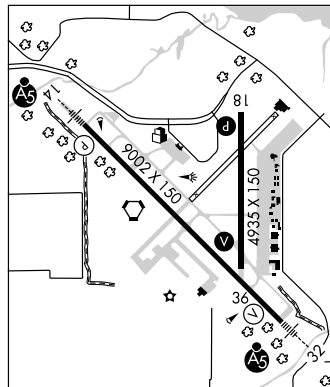
Notification Service (ADCUS) avbl.

**WEATHER DATA SOURCES:** ASOS (228) 867-9937. HIWAS 109.0 GPT. LAWRS.**COMMUNICATIONS:** CTAF 123.7 ATIS 119.45 UNICOM 122.95

RCO 122.1R 109.0T (GREENWOOD RADIO)

® **GULFPORT APP/DEP CON** 124.6 (130°-309°) 127.5 (310°-129°) (1200-0500Z†)® **HOUSTON CENTER APP/DEP CON** 127.65 (0500-1200Z†)**TOWER** 123.7 (1200-0500Z†) **GND CON** 120.4**AIRSPACE:** CLASS D svc 1200-0500Z† other times CLASS G.**TRSA** svc ctc **APP CON****RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.

(L) VORTAC 109.0 GPT Chan 27 N30°24.41' W89°04.61' at fld. 23/02E. HIWAS.

**BAYOU NDB (LOM)** 360 GP N30°29.13' W89°09.73' 132° 6.7 NM to fld.**ILS** 110.9 I-GPT Rwy 14. LOM BAYOU NDB. ILS unmonitored when twr closed.**ILS** 108.3 I-UXI Rwy 32. Class IA. Unmonitored when twr clsd.**ASR** (1200-0500Z†)**G. V. MONTGOMERY** (See FOREST)**HANCO** N30°27.06' W89°27.32' NOTAM FILE HSA.

NEW ORLEANS

**NDB (MHW/LOM)** 221 HS 179° 5 NM to Stennis Intl.

L-21B, 22G, GOMC

**HARDY-ANDERS FLD NATCHEZ-ADAMS CO** (See NATCHEZ)

**HATTIESBURG****HATTIESBURG BOBBY L CHAIN MUNI**

(HBG) 4 SE UTC-6(-5DT) N31°15.90' W90°15.17' NEW ORLEANS  
 151 B S4 FUEL 100LL, JET A NOTAM FILE HBG H-6J, L-21C, 22G  
 RWY 13-31: H6094X150 (ASPH-GRVD) S-48, D-68, ST-114, DT-145 HIRL IAP

RWY 13: REIL. PAPI(P4L) —GA 3.0° TCH 40'. Thld dsplcd 996'.

Trees.

RWY 31: PAPI(P4L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended daigt hrs. For fuel after hrs page  
 601-271-6919, also, fuel avbl 24 hrs self serve with credit card.  
 ACTIVATE HIRL Rwy 13-31; PAPI Rwys 13 and 31 and REIL Rwy  
 13—CTAF.

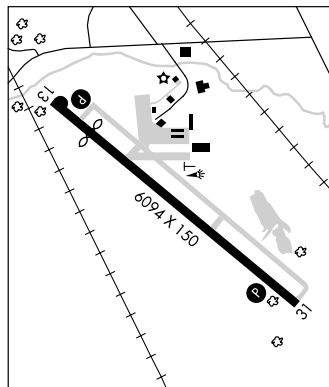
**WEATHER DATA SOURCES:** ASOS 135.425 (601) 544-2185.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**HOUSTON CENTER APP/DEP CON** 126.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**EATON (L) VORTAC** 110.6 LBY Chan 43 N31°25.12'  
 W89°20.26' 150° 10.2 NM to fld. 290/05E.

**HATTIESBURG—LAUREL RGNL**

(PIB) 9 N UTC-6(-5DT) N31°28.03' W89°20.22' NEW ORLEANS  
 298 B S2 FUEL 100, JET A, Class I, ARFF Index A NOTAM FILE PIB H-6J, L-22G  
 RWY 18-36: H6501X150 (ASPH-GRVD) S-125, D-225, ST-175, DT-275 HIRL IAP

RWY 18: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 60'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 59'.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 18: TORA-6501 TODA-6501 ASDA-6501 LDA-6501

RWY 36: TORA-6501 TODA-6501 ASDA-6501 LDA-6501

**AIRPORT REMARKS:** Attended 1100-0500Z. CLOSED to air carrier ops  
 with more than 30 passenger seats except 24 hr PPR, call arpt  
 manager 601-545-3111. HIRL Rwy 18-36 preset on med ints; to  
 increase ints and ACTIVATE PAPI Rwys 18 and 36, MALSR Rwy 18  
 and REILS Rwys 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 128.325 (601) 584-6701. LAWRS.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

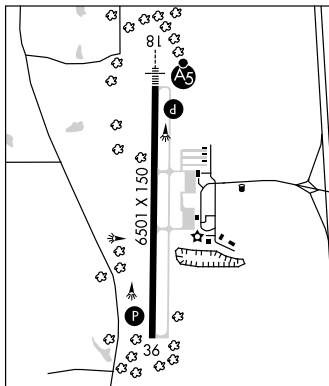
**HOUSTON CENTER APP/DEP CON** 126.8

**AIRSPACE:** CLASS E svc 1200-0400Z; other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**EATON (L) VORTAC** 110.6 LBY Chan 43 N31°25.12'  
 W89°20.26' 356° 2.9 NM to fld. 290/05E.

**ILS** 109.5 I-PIB Rwy 18. Class IB. Back Course Unusable.

**HAWKINS FLD** (See JACKSON)**HERNANDO VILLAGE AIRPARK, INC**

(H75) 2SW UTC-6(-5DT) N34°47.89' W90°02.22' MEMPHIS  
 242 FUEL 100LL NOTAM FILE GWO Not insp.  
 RWY 14-32: 3340X65 (TURF) S-12 LIRL

RWY 14: Trees.

RWY 32: Tower.

**AIRPORT REMARKS:** Attended daigt hrs. Rwy 14-32 LIRL OTS indef. ACTIVATE LIRL Rwy 14-32—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**HESLER—NOBLE FLD** (See LAUREL)**HOLLANDALE MUNI**

(14M) 2 NE UTC-6(-5DT) N33°10.96' W90°49.84' MEMPHIS  
 114 B NOTAM FILE GWO L-18F

RWY 08-26: H3000X50 (ASPH) S-21 MIRL

**AIRPORT REMARKS:** Unattended. Wildlife on and invof arpt. Rotating bcn OTS indef. MIRL Rwy 08-26 opr  
 2300-0400Z; after 0400Z; ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

**GREENVILLE (L) VOR/DME** 110.2 GLH Chan 39 N33°31.41' W90°58.98' 155° 21.9 NM to fld. 130/04E.

**HOLLY SPRINGS—MARSHALL CO** (M41) 4 W UTC-6(-5DT) N34°48.26' W89°31.27'

MEMPHIS

553 B S4 FUEL 100LL NOTAM FILE GWO

L-186

RWY 18-36: H3201X60 (ASPH) S-15 MIRL 1.1% up S

IAP

RWY 18: PAPI(P2L)—GA 2.75° TCH 86'.

RWY 36: PAPI(P2L)—GA 3.25° TCH 65'.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. Fuel 24 hr self-service with card.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 112.4T (GREENWOOD RADIO)

RCO 122.3 (GREENWOOD RADIO)

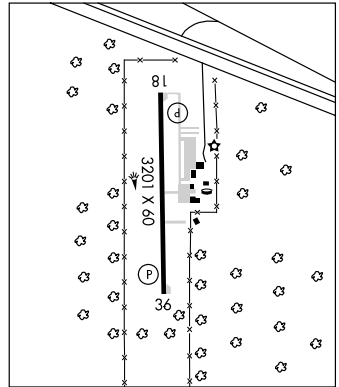
Ⓡ MEMPHIS APP CON 125.8 120.07

Ⓡ MEMPHIS DEP CON 124.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

(L) VORTAC 112.4 HLI Chan 71 N34°46.22'

W89°29.79' 326° 2.4 NM to fld. 630/03E.

**HOUSTON MUNI** (M44) 2 SW UTC-6(-5DT) N33°53.51' W89°01.42'

MEMPHIS

337 B S2 NOTAM FILE GWO

L-186

RWY 03-21: H3800X75 (ASPH) S-26 MIRL

RWY 03: PAPI(P2L)—GA 3.92° TCH 52'. Trees.

RWY 21: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri continuously, Sat-Sun on call. For arpt attendant Sat-Sun call 662-456-2554/2861. Fuel avbl in emergency only; fuel tanks privately owned. Power plant repairs avbl in emergencies only; call attendant. PAEW on and in vof rwy. MIRL Rwy 03-21 preset low ints 2300-0400Z† after 0400Z† to increase ints ACTIVATE—CTAF. PAPI Rwy 03 and Rwy 21 operate continuously.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE CBM.

CALEDONIA (T) VORTAC 115.2 CBM Chan 99 N33°38.49' W88°26.31' 297° 32.9 NM to fld. 220/00E.

Monitored Mon-Fri 1300-0100Z†, Sun 1600-2300Z†. No NOTAM MP Mon-Fri 0300-1030Z†, Sun 1300-1500Z†.

**I H BASS JR MEML** (See LUMBERTON)**INDIANOLA MUNI** (IDL) 2 NW UTC-6(-5DT) N33°29.14' W90°04.73'

MEMPHIS

126 B S4 FUEL 100LL NOTAM FILE GWO

H-6J, L-18F

RWY 17-35: H7004X150 (CONC) S-20 MIRL

IAP

RWY 17: Trees. RWY 35: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. For svc after hours call 662-887-2580. ACTIVATE MIRL Rwy 17-35—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8

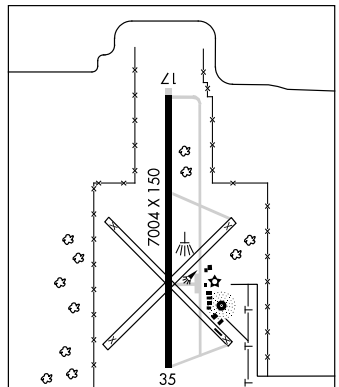
MEMPHIS CENTER APP/DEP CON 135.875

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 271° 20.2 NM to fld. 125/03E.

NDB (MHW) 284 IDL N33°28.81' W90°40.54' at fld. NDB unmonitored.

**INNOVATOR** (MYT) N28°13.23' W89°36.90'

L-21B, GOMC

AWOS-3 119.975

**IUKA** (15M) 3 SE UTC-6(-5DT) N34°46.34' W88°09.95'

**MEMPHIS**  
L-18H

630 B **FUEL** 100LL NOTAM FILE GWO

**RWY 18-36:** H4000X75 (ASPH-GRVD) S-30 MIRL

**RWY 18:** Trees. **RWY 36:** Trees.

**AIRPORT REMARKS:** Attended dalgt hours. Fuel 24 hr credit card svc avbl. For after hrs svc ctc arpt manager  
662-423-3427 or 662-432-6699. ACTIVATE MIRL Rwy 18-36—CTAF. Rwy lgts ints cannot be changed.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSL.

**MUSCLE SHOALS (L) VORTACW** 116.5 MSL Chan 112 N34°42.41' W87°29.49' 276° 33.6 NM to fld.  
580/01E.

## JACKSON

**HAWKINS FLD** (HKS) 3 NW UTC-6(-5DT) N32°20.09' W90°13.35'

**MEMPHIS**  
H-6J, L-18G  
IAP, AD

341 B S4 **FUEL** 100LL, JET A1 + NOTAM FILE HKS

**RWY 16-34:** H5387X150 (ASPH-GRVD) S-30, D-40, DT-80 HIRL 0.7% up NW

**RWY 16:** MALSR. PAPI(P4L). **RWY 34:** REIL. Trees.

**RWY 11-29:** H3431X150 (CONC) S-30, D-40, DT-80

MIRL 0.3% up SE

**RWY 11:** P-line.

**RWY 29:** Trees.

**AIRPORT REMARKS:** Attended 1300-0300Z†. Landing fee. Fee for acft over 25,500 lbs without purchase of fuel. When twr is clsd Rwy 11-29 MIRL unavailable, Rwy 34 REIL left on. Rwy 16-34 lgts on continuous step 3—PCL OTS indef. ACTIVATE HIRL Rwy 16-34 and MALSR Rwy 16—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.625 (601) 354-4037.

**COMMUNICATIONS:** CTAF 119.65 UNICOM 122.95

Ⓡ **JACKSON APP/DEP CON** 123.9 (333°-152°) 125.25  
(153°-332°)(1200-0500Z†)

Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.5 (0500-1200Z†)

**TOWER** 119.65 (1300-0300Z†) **GND CON** 121.9

**JACKSON CLNC DEL** 121.9

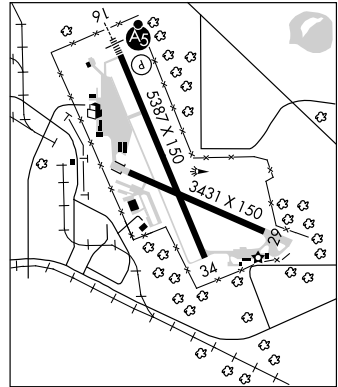
**AIRSPACE:** CLASS D svc 1300-0300Z† other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45' W90°10.06' 190° 10.7 NM to fld. 360/05E.

**BRENZ NDB (MHW/LOM)** 260 JH N32°24.78' W90°15.68' 155° 5.1 NM to fld. NDB unmonitored  
0300-1300Z†. NOTAM FILE HKS.

**ILS** 111.7 I-JHF Rwy 16. LOM BRENZ NDB. BRENZ NDB unmonitored 0300-1300Z†. (ILS Unmonitored when Jackson twr closed)



**JACKSON-EVERS INTL** (JAN)(KJAN) CIV/MIL/P/ANG 5 E UTC-6(-5DT) N32°18.67' W90°04.55' **MEMPHIS**

346 B S4 **FUEL** 100, 100 LL, JET A, A+ OX 3 LRA Class I, ARFF Index C

H-6J, L-186

NOTAM FILE JAN

IAP, DIAP, AD

**RWY 16R-34L:** H8500X150 (ASPH-GRVD) S-130, D-140, ST-175, DT-250, DDT 720 HIRL CL

**RWY 16R:** REIL. PAPI(P4L)—GA 3.0° TCH 80'. 0.4% up.

**RWY 34L:** MALSR. TDZL. Trees.

**RWY 16L-34R:** H8500X150 (ASPH-GRVD) S-75, D-200, ST-175, DT-390, DDT 850 HIRL CL

**RWY 16L:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71'. Trees. 0.3% up.

**RWY 34R:** REIL. PAPI(P4R)—GA 3.0° TCH 52'. Trees. 0.7% down.

**MILITARY SERVICES:** JASU 8(A/M32A-86D) 3(MC-1A) **FUEL** (NC-100, JET A). JET A+ (C601-939-9366.)

**AIRPORT REMARKS:** Attended continuously. Rwy 16L +8' stop sign at end of rwy 160' from thld 280' right. Weight bearing capacity for Rwy 16L-34R and Rwy 16R-34L is TRT 585 to accommodate C-17 acft. Be alert when crossing AER 16R. Rwy 16L and Rwy 34R rwy visual range touchdown, midpoint and rollout avbl. Rwy 34L rwy visual range touchdown avbl. When twr clsd HIRL Rwy 16L-34R and HIRL Rwy 16R-34L on continuously step 3. ACTIVATE MALSR Rwy 34L, HIRL Rwy 16L-34R HIRL Rwy 16R-34L, REIL Rwy 34R—CTAF. ACTIVATE REIL Rwy 16R—120.7. Rwy 16L ALSF—2 preset on med ints. Ldg fee for non-commercial acft over 25,500 pounds, fee waived for larger non-scheduled acft with sufficient fuel purchase. U.S. Customs user fee arpt.

**MILITARY REMARKS:** See FLIP AP/1 supplementary arpt remark. **ANG** Official business only. All tran acft 48 hr PPR, ctc Base Ops. Tran acft use FBO for svc. Base Ops opr weekdays 1300-2230Z, DSN 828-8372, C601-405-8372, fax DSN 828-8100, C601-405-8100. Command Post opr 24 hr., DSN 828-8350, C601-405-8350.

**WEATHER DATA SOURCES:** ASOS (601)932-2822. LLWAS.

**COMMUNICATIONS:** CTAF 120.9 ATIS 121.05 **UNICOM** 122.95

**RCO** 122.65 122.2 (GREENWOOD RADIO) **RCO** 122.1R 112.6T (GREENWOOD RADIO)

® **APP/DEP CON** 123.9 317.7 (333°-152°) 125.25 319.2 (153°-332°)(1200-0500Z)

® **MEMPHIS CENTER APP/DEP CON** 132.5 259.1 (0500-1200Z)

**TOWER** 120.9 352.0 (1200-0500Z) **GND CON** 121.7 348.6

**ANG COMD POST** 264.6 (172nd AW CP)

**AIRSPACE:** CLASS C svc 1200-0500Z ctc **APP CON** other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

(H) **VORTAC** 112.6 JAN Chan 73 N32°30.45' W90°10.06' 153° 12.6 NM to fld. 360/05E.

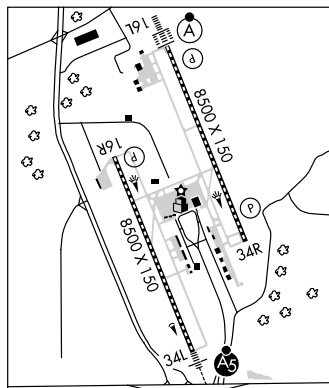
**ALLEN NDB (LOM)** 365 JA N32°24.75' W90°07.17' 157° 6.5 NM to fld. Unmonitored 0500-1200Z.

**ILS** 109.3 I-FRL Rwy 34L. Class IB. Unmonitored 0500-1200Z.

**ILS** 110.5 I-JAN Rwy 16L. Class IIIE. LOM ALLEN NDB. Unmonitored 0500-1200Z.

**ASR** (1200-0500Z)

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.



**JAMES H EASOM FLD** (See NEWTON)

**JOE WILLIAMS NOLF** (NJW) N32°47.77' W88°49.90'

**AIRSPACE:** CLASS D svc Mon-Fri 1400-2330Z other times CLASS G.

**MEMPHIS**

H-6J, L-186

**JOHN BELL WILLIAMS** (See RAYMOND)

**KEESLER AFB** (BIX)(KBIX) AF (AFRC) O W UTC -6(-5DT) N30°24.63' W88°55.47' **NEW ORLEANS**  
 33 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE BIX Not insp. H-7E, 8F, L-21C, 22G, 60MC  
**RWY 03-21:** H7630X150 (PEM) PCN 35 F/B/W/T HIRL 0.3% up SW **DIAP, AD**  
**RWY 03:** REIL. PAPI(P4L). Thld dsplcd 1599'. **RWY 21:** ALSF1. PAPI(P4L). Thld dsplcd 1000'. Rgt tfc.

**MILITARY SERVICE:**

**JASU 1(MA-1A)** 3(A/M32A-86A) **FUEL J8 FLUID SP PRESAIR LPOX LOX OIL O-148-156**  
**TRAN ALERT** Opr Mon-Thu 1400-2200Z, Fri 1400-0500Z, Sat-Sun 1700-2300Z clsd hol. Unit training  
 assemblies Sun 1900-0500Z.

**MILITARY REMARKS:** Opr Mon-Fri 1400-0500Z, Sat and Sun 1500-2300Z closed holidays. Unit training assemblies  
 Sun 1900-0500Z. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** Aircrews etc GND prior to acft engine start.  
 PPR for all acft ctc Afld management OPS at DSN 579-2120 or C228-377-2120. Pilots will avoid flying over the  
 USAF Medical Center located on the Back Bay 1 NM E of rwy, and the VA Hospital on the Back Bay 1 NM W of  
 rwy. Twy E rstd to small acft. Acft rinse facility (Bird Bath) Twy C avbl to C-130 and larger acft. Outside of  
 published opr hour, coordinate mission essential (EVAC, Storm Tracking and High HQ (JSC) Mission) acft arr/dep  
 with Base OPS when open or Command Post. All C130 or larger must face N on Twy B for maintenance runs or  
 engine run-ups. **CAUTION** Rwy hazard men or equipment opr randomly to include within 100' of rwy daily. Lgt  
 trees pent 50:1 plane on Rwy 03-21. Lgt water tower located 1775' rgt of Rwy 03 centerline and 2900' left of  
 Rwy 21 centerline. Glide slope antenna 250' W of centerline and 1050' from apch end Rwy 21. 141' crane 1  
 NM west of rwy centerline. 190' crane 1 NM west of rwy centerline. Bird Alert—Concentration of birds in vicinity  
 of airfield during inclement weather. Large frame and heavy acft will make 180° tums on concrete portion of rwy.  
 Weather forecast: Marina trees hinder wind, low wind speed on Rwy 21 apch when wind direction from  
 280°-340°. During augmentation/backup, ltd wx obsn to E and visibility marker byd 1 statute mile only avbl in  
 the W to N sector, night flood lgt hinder cloud and visibility observation and ceilings frequently 100'-200' lower  
 than observation on Rwy 21 apch from Nov-Mar. Rwy edge lgts past thresholds greater than 10' from full  
 strength pavement. Spot 24/25 (Twy B and Twy F) light-alls used when C-5 or C-17 parked during hrs of  
 darkness and inclement wx. Night vision devices training Tue and Thu 0200-0400Z. **TFC PAT TPA**—Overhead  
 1500(1467), Conventional 1000(967), Helicopter 500(467). Rwy 03 precision instrument apch not avbl.  
**MISC** Rwy 03 avbl tkf 6632' from key-hole. Rwy 21 avbl tkf 6034' from key-hole. See US Terminal Low Arpt  
 Sketch for NSTD Rwy 03-21 configuration. Rwy 03 dsplcd thld dimensions and surface—1st 200X150 is  
 concrete, next 800X75 is concrete with 37.5' non-weight bearing asph edge each side, and remaining 598X150  
 is concrete. Rwy 21 dsplcd thld dimensions and surface—1st 200X150 is concrete, next 800X75 is concrete  
 with 37.5' non-weight bearing asph edge each side. VIP acft ctc PTD 372.2 15 minutes prior to ldg with firm  
 chock time. During opr hours, LIFE GUARD/MEDEVAC/SAR/MSN essential acft ctc Afld Management OPS DSN  
 597-2120, C228-377-2120 1 hour prior to arr for proper coordination, during non-opr hours, ctc Command  
 Post DSN 597-4330, C228-377-4330 1 hour prior to req airfield be opened. Hanger space not avbl for severe  
 weather. COMSEC materials are not avbl. Dsplcd thld may be used for tkf and ldg rollout, ctc twr with req to back  
 taxi. Assault Zone marker on rwy. Rwy Surface Condition/Rwy Condition Reading not reported during published  
 afld clsd times. **403 WG AFRC** C130/WC130 acft opr weekdays.

**COMMUNICATIONS:** ATIS 281.55 (Mon-Fri 1400-0300Z, Sat-Sun 1700-2300Z, clsd hol. Unit training assemblies  
 Sun 1900-0500Z) **PTD 372.2**

**(R) GULFPORT APP/DEP CON** 124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°) (1200-0500Z)

**(R) HOUSTON CENTER APP/DEP CON** 132.6 387.05 (0500-1200Z)

**TOWER** 120.75 269.075 Opr Mon-Fri 1400-0500Z, Sat and Sun 1700-2300Z, clsd hol. Unit training  
 assemblies Sun 1900-0500Z **GND CON** 121.8 275.8 **CLNC DEL** 121.8 275.8

**403 WG AFRC COMD** 252.8 (Call ACCOUNTANT) **PMSV METRO** 267.4 Full svc during afld opr hrs, extd as required,  
 clsd holidays. Remote briefing svc avbl from 26 OWS Barksdale AFB, LA, DSN 781-4775,  
 C1-866-223-9328. Automatic FMQ-19 in use 24 hrs. Augmented/backed up FMQ-19 in use when required  
 during opr hrs and for resource protection. ASOS obsn avbl at DSN 597-0438 or C228-377-0438.

**AEROMEDICAL EVAC** 236.6

**AIRSPACE:** CLASS D svc Opr Mon-Fri 1400-0500Z, Sat and Sun 1700-2300Z clsd Hol. Unit Training Assemblies Sun  
 1900-0500Z other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.

**GULFPORT (L) VORTAC** 109.0 GPT Chan 27 N30°24.41' W89°04.61' 086° 7.9 NM to fld. 23/2E. **HIWAS.**  
 TACAN azimuth OTS indef.

**(T) TACAN** Chan 55 BIX (111.8) N30°24.41' W88°55.80' at fld. 10/1E. NOTAM FILE BIX. Monitored during  
 published opr hours only. No NOTAM MP Wed 1200-1400Z (1000/2+1).

**ILS** 109.7 I-BIX Rwy 21. Monitored during published opr hr only. No NOTAM MP Tue and Thu  
 1200-1400Z (1000/2+1). Critical area not protected.

**KEWANEE** N32°22.01' W88°27.50' NOTAM FILE GWO.

**MEMPHIS**

**(L) VORTAC** 113.8 EWA Chan 85 047° 12.4 NM to Mallard. 300/04E. VORTAC unusable  
 250°-290° byd 30 NM blo 3000'.

**L-18H**

**RCO** 122.1R 113.8T (GREENWOOD RADIO)

**KEY FLD** (See MERIDIAN)

**KOSCIUSKO-ATTALA CO** (OSX) 3 NE UTC-6(-5DT) N33°05.42' W89°32.52'

MEMPHIS

480 B FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-186

RWY 14-32: H5000X75 (ASPH) S-18 MIRL

IAP

RWY 14: PAPI(P2L)—GA 3.50° TCH 52'. Trees.

RWY 32: PAPI(P2L)—GA 3.50° TCH 49'. Trees.

**AIRPORT REMARKS:** Attended continuously. Wildlife on and invof rwy.  
Remote control model acft flying off end of Rwy 14. ACTIVATE  
MIRL Rwy 14-32—CTAF. PAPI Rwy 14 and Rwy 32 opr  
continuously.

**COMMUNICATIONS:** CTAF 122.9

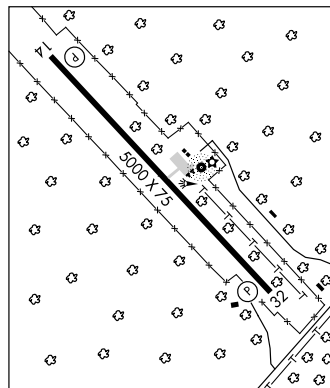
Ⓡ MEMPHIS CENTER APP/DEP CON 132.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 118° 43.2 NM to fld. 125/03E.

NDB (MHW) 269 OSX N33°05.46' W89°32.42' at fld.  
SHUTDOWN



**LAUREL** N31°40.21' W89°10.44'

NEW ORLEANS

RCO 122.3 (GREENWOOD RADIO) at Hesler-Noble Fld.

L-226

## LAUREL

**HESLER-NOBLE FLD** (LUL) 3 SW UTC-6(-5DT) N31°40.38' W89°10.37'

NEW ORLEANS

238 B S2 FUEL 100LL, JET A1 + NOTAM FILE GWO

H-6J, L-226

RWY 13-31: H5513X150 (ASPH) S-41, D-65, ST-83, DT-110 HIRL

IAP

RWY 13: REIL. VASI(V2L)—GA 3.0° TCH 54'.

RWY 31: VASI(V4L)—GA 3.0° TCH 29'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1330-0000Z, Sat  
1500-0000Z, Sun 1900-0000Z. For svc after hrs call  
601-426-2626. Trucks near AER 13 creating dust/haze. Crop  
duster activity invof arpt. Ultralight activity on and invof arpt.  
ACTIVATE HIRL Rwy 13-31 and REIL Rwy 13—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (601) 425-9792.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

LAUREL RCO 122.3 (GREENWOOD RADIO)

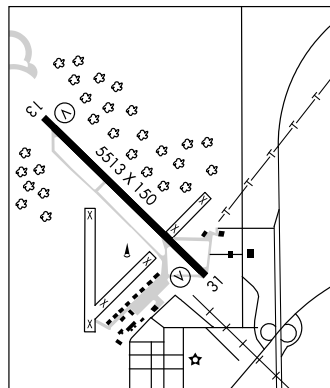
HOUSTON CENTER APP/DEP CON 126.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 024° 17.4 NM to fld. 290/05E.

TALLAHALA NDB (MHW) 346 THJ N31°41.25' W89°11.39'  
135° 1.2 NM to fld.



## LEXINGTON

**C. A. MOORE** (19M) 2 NE UTC-6(-5DT) N33°07.53' W90°01.53'

MEMPHIS

340 B NOTAM FILE GWO

L-186

RWY 01-19: H3199X60 (ASPH) S-20 MIRL 0.5% up NE

IAP

RWY 01: Trees. RWY 19: Tree.

**AIRPORT REMARKS:** Unattended. Arpt rotating bcn OTS indef.

**COMMUNICATIONS:** CTAF 122.9

MEMPHIS CENTER APP/DEP CON 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 145° 23.9 NM to fld. 125/03E.



**LONG BEACH****VORTEX HELIPORT** (35M) 4 N UTC-6(-5DT) N30°23.32' W89°09.92'

NEW ORLEANS

24 B NOTAM FILE GWO

Not insp.

HELIPAD H1: 75X75 (TURF)

**AIRPORT REMARKS:** Attended 1400-2300Z±. 30' p-line west, 45' trees and 30' p-line south of helipad. Maintain tfe patterns east of helipad. High volume student training on and invof helipod.

**COMMUNICATIONS:** CTAF 122.9**LOUISVILLE WINSTON CO** (LMS) 1 N UTC-6(-5DT) N33°08.77' W89°03.75'

MEMPHIS

575 B FUEL 100LL, JET A NOTAM FILE GWO

L-18G

RWY 17-35: H4519X75 (ASPH) S-12 MIRL 0.3% up S

IAP

RWY 17: PAPI(P2L)—GA 3.25° TCH 48'. Trees.

RWY 35: PAPI(P2L)—GA 3.75° TCH 52'. Trees.

**AIRPORT REMARKS:** Unattended. For fuel and other svcs call

601-773-8304. Deer on and invof arpt. PAEW adjacent Rwy

17-35. ACTIVATE MIRL Rwy 17-35—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

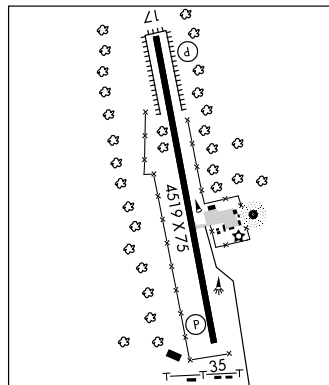
Ⓡ MEMPHIS CENTER APP/DEP CON 132.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 230° 34.3 NM to fld. 240/04E. HIWAS.

NDB (MHW) 212 LMS N33°08.63' W89°03.65' at fld.

**LUMBERTON****I H BASS JR MEML** (4R1) 2 NW UTC-6(-5DT) N31°00.93' W89°28.95'

NEW ORLEANS

310 B NOTAM FILE GWO

L-21B, 22G

RWY 14-32: H3000X75 (ASPH) S-22 MIRL

RWY 14: PAPI(P2L). Trees.

RWY 32: PAPI(P2L). Trees.

**AIRPORT REMARKS:** Unattended. Skydiving activity on weekend. ACTIVATE MIRL Rwy 14-32 and PAPI Rwy 14 and Rwy 32—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12' W89°20.26' 192° 25.3 NM to fld. 290/05E.

**MACON MUNI** (2ØM) 2 E UTC-6(-5DT) N33°08.01' W88°32.14'

MEMPHIS

238 B NOTAM FILE GWO

L-18H

RWY 18-36: H3000X50 (ASPH) S-28 MIRL

RWY 36: Trees.

**AIRPORT REMARKS:** Unattended. Due to limited line of sight all acft are required to announce txf and ldx CTAF—122.7.

MIRL Rwy 18-36 ops dusk-0400Z±, after 0400Z± ACTIVATE MIRL Rwy 18-36—122.7.

**COMMUNICATIONS:** CTAF/UNICOM 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13' W88°30.82' 179° 21.1 NM to fld. 240/04E. HIWAS.

**MADISON****BRUCE CAMPBELL FLD** (MBO) 2 SE UTC-6(-5DT) N32°26.32' W90°06.19'**MEMPHIS**

326 B S2 FUEL 100LL JET A1 + NOTAM FILE GWO

L-186

RWY 17-35: H4444X75 (ASPH) S-25 MIRL

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 35: PAPI(P2L)—GA 4.0° TCH 50'. Trees.

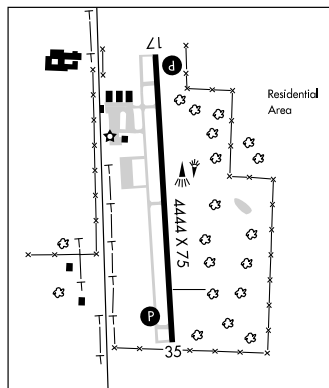
**AIRPORT REMARKS:** Attended 1200-0100Z†. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35—CTAF.**WEATHER DATA SOURCES:** AWOS-3 119.125 (601) 605-8137.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **JACKSON APP/DEP CON** 123.9 (333°-152°) 125.25 (153°-332°)  
(1200-0500Z†). **CLNC DEL** 125.9

Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.5 (0500-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45'  
W90°10.06' 137° 5.3 NM to fld. 360/05E.

**MAGEE MUNI** (17M) 3 W UTC-6(-5DT) N31°51.77' W89°48.04'**NEW ORLEANS**

555 B FUEL 100LL NOTAM FILE GWO

L-22F

RWY 18-36: H3104X50 (ASPH) S-19 MIRL

RWY 18: Thld displcd 165'. Tree. RWY 36: Trees.

**AIRPORT REMARKS:** Attended continuously. Rwy 36 4' deep ditch 350' from thld. ACTIVATE MIRL Rwy 18-36—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**EATON (L) VORTAC** 110.6 LBY Chan 43 N31°25.12' W89°20.26' 313° 35.6 NM to fld. 290/05E.

**MAIN PASS** (MIS) N29°17.73' W88°50.53'**L-21C, 22G, GOMC**

AWOS-3 119.825

**MARKS****SELFS** (MMS) 2 SW UTC-6(-5DT) N34°13.89' W90°17.37'**MEMPHIS**

162 S4 FUEL 100LL NOTAM FILE GWO

L-186

RWY 02-20: H3348X70 (ASPH) S-10 MIRL

IAP

RWY 20: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat and Sun irregularly. For attendance hrs Sat and Sun call 662-444-4736. Public phone avbl 662-326-9404.

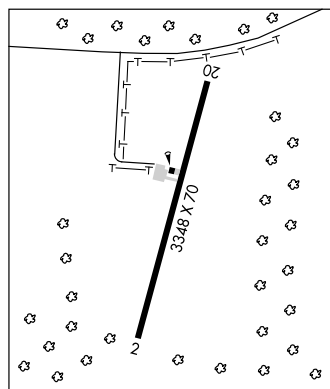
Fuel avbl 24 hr self service with credit card.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83'  
W90°16.64' 356° 46.0 NM to fld. 125/03E.

**MC CAIN FLD** (See MERIDIAN NAS)**McCHAREN FLD** (See WEST POINT)

**Mc COMB-PIKE CO-JOHN E LEWIS FLD** (MCB) 4 S UTC-6(-5DT)NEW ORLEANS  
H-6J, L-21B, 22F  
IAP

N31°10.71' W90°28.31'  
413 B S4 FUEL 100LL, JET A1+ NOTAM FILE MCB  
RWY 15-33: H5000X100 (ASPH-GRVD) S-25, D-30, DT-60  
MIRL 0.5% up NW

RWY 15: MALSF. PAPI(P2L)—GA 3.0° TCH 38'. Trees.

RWY 33: PAPI(P2L)—GA 3.0° TCH 46'. Trees.

**AIRPORT REMARKS:** Attended 1400Z†-dusk. For attendant and fuel after hrs call 601-684-8950. MIRL Rwy 15-33 preset low ints dusk-0600Z†, after 0600Z† increase ints, ACTIVATE MALSF—CTAF.

**WEATHER DATA SOURCES:** ASOS 119.025 (601) 249-3223. HIWAS 116.7 MCB.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

RCO 122.4 122.2 (GREENWOOD RADIO)

RCO 122.1R 116.7T (GREENWOOD RADIO)

® HOUSTON CENTER APP/DEP CON 126.8

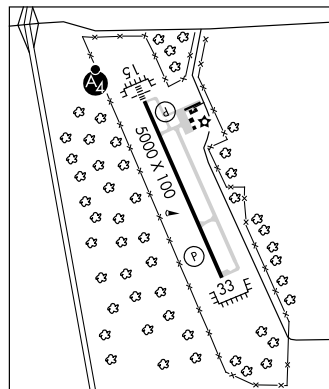
**AIRSPACE:** CLASS E svc continuously.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.

(H) VORTAC 116.7 MCB Chan 114 N31°18.26' W90°15.49'  
233° 13.3 NM to fld. 440/03E. HIWAS

FERNI NDB (MHW/LOM) 413 MC N31°15.27' W90°30.63'  
156° 5 NM to fld.

ILS 109.1 I-MCB Rwy 15. Class IA. LOM FERNI NDB. LOC unusable byd 0.5 NM. GS unusable byd 5 degrees left of course.

**MERIDIAN** N32°22.71' W88°48.26' NOTAM FILE MEI.MEMPHIS  
H-6J, L-18G

(H) VORTAC 117.0 MEI Chan 117 131° 3.8 NM to Key Fld. 580/5E. HIWAS.

RCO 122.1R 117.0T (GREENWOOD RADIO)

RCO 122.6 122.2 (GREENWOOD RADIO).

**MERIDIAN****KEY FLD** (MEI) 3 SW UTC-6(-5DT) N32°19.96' W88°45.11'297 B S4 **FUEL** 100, JET A OX 1, 2 Class I, ARFF Index A NOTAM FILE MEI**MEMPHIS**

H-6J, L-18G

**RWY 01-19:** H10003X150 (ASPH-CONC) S-105, D-175, ST-175, DT-325 HIRL

IAP, AD

**RWY 01:** MALSR. VASI(V4L)—GA 3.0° TCH 54'. Thld dsplcd 1000'.

Tree.

**RWY 19:** MALSR. PAPI(P4L)—GA 3.0° TCH 54'. Thld dsplcd 1000'.

Tree.

**RWY 04-22:** H4599X150 (ASPH) S-15, D-35, DT-60 MIRL**RWY 04:** PAPI(P2L)—GA 3.13° TCH 19'. Trees.**RWY 22:** PAPI(P2L)—GA 3.59° TCH 20'. Pole.**RUNWAY DECLARED DISTANCE INFORMATION****RWY 01:** TORA-10003 TODA-10003 ASDA-10003 LDA-9003**RWY 04:** TORA-4599 TODA-4599 ASDA-4599 LDA-4599**RWY 19:** TORA-10003 TODA-10003 ASDA-10003 LDA-9003**RWY 22:** TORA-4599 TODA-4599 ASDA-4599 LDA-4599**AIRPORT REMARKS:** Attended 1200-0400Z†. For attendant after hrs call

601-693-7282. Air National Guard ramp clsd exc PPR,

601-484-9734/9714. Rwy 01-19 dsplcd thlds are concrete.

ACTIVATE HIRL Rwy 01-19, MIRL Rwy 04-22, MALSR Rwy 01 and

Rwy 19, twy lgts—CTAF.

**WEATHER DATA SOURCES:** ASOS (601) 693-5650. HIWAS 117.0 MEI.**COMMUNICATIONS:** CTAF 119.8 ATIS 126.475 UNICOM 122.95

MERIDIAN RCO 122.6 122.2 (GREENWOOD RADIO)

Ⓡ MERIDIAN APP/DEP CON 120.5 (1300-0500Z†)

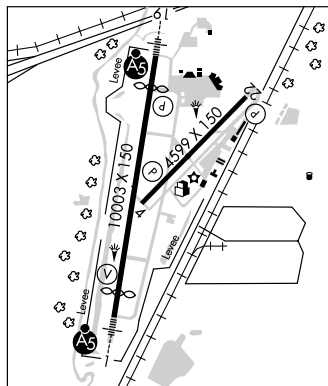
Ⓡ MEMPHIS CENTER APP/DEP CON 124.4 (0500-1300Z†)

TOWER 119.8 (1200-0400Z†), other times by NOTAM.

GND CON 121.9

**AIRSPACE:** CLASS D svc 1200-0400Z†, other times by NOTAM.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.**MERIDIAN (H) VORTAC** 117.0 MEI Chan 117 N32°22.71' W88°48.26' 131° 3.8 NM to fld. 580/05E.

HIWAS.

**SAVOY NDB (MHW/LOM)** 356 ME N32°14.84' W88°46.30' 010° 5.2 NM to fld.**ILS 110.1** I-MEI Rwy 01. Class IA. LOM SAVOY NDB. (Unmonitored when twr clsd).**ILS/DME 111.35** I-IKQ Chan 50(Y) Rwy 19.

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**MERIDIAN NAS** (MC CAIN FLD) (NMM)(KNMM) N 11 NE UTC-6(-5DT)

**MEMPHIS**  
**H-6J, L-18H**  
**DIAP, AD**

N32°33.21' W88°33.32'

316 B TPA—See Remarks NOTAM FILE NMM Not insp.

**RWY 01L-19R:** H8003X200 (CONC) PCN 64 R/C/W/T HIRL CL**RWY 01L:** ALSF1. OLS. WAVE-OFF. 0.5% up.**RWY 01R-19L:** H7999X200 (CONC) PCN 68 R/C/W/T HIRL CL**RWY 19L:** SSALR. OLS. WAVE-OFF. 0.6% down.**RWY 10-28:** H6402X200 (CONC) PCN 30 R/C/W/T HIRL**RWY 28:** OLS. WAVE-OFF.**ARRESTING GEAR/SYSTEM****RWY 01L HOOK E28(B)** (1750')**HOOK E28(B)** (1251') **RWY 19R****RWY 01R HOOK E28(B)** (1250')**HOOK E28(B)** (1747') **RWY 19L****RWY 10 HOOK E28(B)** (1250')**HOOK E28(B)** (1251') **RWY 28****MILITARY SERVICE:** LGT Portable OLS avbl Rwy 01L, Rwy 01R, Rwy 19L, Rwy 19R and Rwy 28. **JASU 2**(NC-8A)(GTC-85) 1(NCPP-105) **FUEL** J8. Exp 1 hr refuel delays. **TRAN ALERT** Svc avbl Mon-Thu 1300-0500Z†, Fri 1300-2300Z†. Drag chute repack unavbl.

**MILITARY REMARKS:** Opr Mon-Thu 1300-0500Z†, Fri 1300-2300Z†, CLOSED Sat, Sun and holidays except by NOTAM, hr subject to change in support CTW-1 flt opr. **RSTD** PPR all acft expect JOSAC Mission etc Base OPS DSN 637-2470/2505, C601-679-2470/2505. PPR good for +/- 1 hr PPR time. Coord of PPR outside of block time by telephone is rqr or PPR Nr will be cancelled. Arpt subject to no notice closure. PPR civilian acft Official Business. **CAUTION** Rwy 19L, 19R have 1 percent down gradient first 6000'. Wildlife in vicinity all rwy. Mat and twy south of hangar not visible from twr. Ints student jet training during flt opr hr. **TFC PAT** Jet break 1400', TPA—(1216)900. Tran acft expect visual apch when WX 2000-3 SM or abv. High altitude apch not normally avbl when Meridian-1 West active. VFR acft ctc Meridian APP within 25 NM. **MISC** Ramp elev 283'. Expect arr/dep delay during student flying periods. Extensive student jet training.

**COMMUNICATIONS:** SFA **ATIS** 273.2 (Mon-Fri 1300-0500Z†, clsd holidays).① **APP CON** 119.2 374.9 (E) 120.5 269.6 (S) 120.95 276.4 (W) 314.8 (N) (Mon-Fri 1300-0500Z†), other times ctc② **MEMPHIS CENTER APP CON** 124.4 323.0**MC CAIN TOWER** 126.2 340.2 (Rwy 01L, Rwy 19L and Rwy 28) 360.2 (Rwy 01R, Rwy 19R and Rwy 10) (Mon-Thu 1300-0500Z†, Fri 1300-2300Z†, clsd Sat, Sun and holidays exc by NOTAM. **MC CAIN GND CON** 336.4**CLNC DEL** 301.0③ **DEP CON** 124.8 (S) 343.7 (E) (Mon-Fri 1300-0500Z†), other times ctc ④ **MEMPHIS CENTER DEP CON** 124.4 323.0**PMSV METRO** 312.4 (Avbl 1200-0500Z†.) **BASE OPS** 352.2**AIRSPACE:** CLASS D svc Mon-Thu 1300-0500Z†, Fri 1300-2300Z† clsd Sat, Sun and holidays exc by NOTAM other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.(L) **TACAN** Chan 56 NMM (111.9) N32°34.70' W88°32.71' 198° 1.6 NM to fld. 309/1E. Opr during flt opr hr only.**TACAN** unusable:

010°-085° byd 21 NM blo 3,000'

105°-110°

**ILS** 109.7 I-NMM Rwy 19L. GS unusable byd 3° right of course. GS unusable byd 7° left of course.**ASR/PAR****COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

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**METCALF** N33°25.52' W90°58.93' NOTAM FILE GLH.

**MEMPHIS**  
**L-18F**
**NDB (MHW)** 359 MTQ 354° 3.5 NM to Mid Delta Rgnl.

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**MID DELTA RGNL** (See GREENVILLE)

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**MONROE CO** (See ABERDEEN/AMORY)

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**NAKIKI** (IKT) N28°31.25' W88°17.33'
**L-21C, 60MC****AWOS-3** 118.825

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**NATCHEZ** N31°37.09' W91°17.98' NOTAM FILE HEZ.
**HOUSTON**(L) **VOR/DME** 110.0 HEZ Chan 37 at Hardy-Anders Fld/Natchez-Adams Co. 280/03E.**L-22F****DME** unmonitored. **DME** portion unusable byd 25 NM blo 3000'.**RCO** 122.1R 110.0T (GREENWOOD RADIO)

**NATCHEZ****HARDY-ANDERS FLD NATCHEZ-ADAMS CO** (HEZ) 6 NE UTC-6(-5DT)**HOUSTON**  
H-6J, L-22F  
IAP

N31°36.82' W91°17.84'

272 B S4 FUEL 100LL, JET A Class IV, ARFF Index A. NOTAM FILE HEZ

**RWY 13-31:** H6500X150 (ASPH-GRVD) S-50, D-78, ST-100,

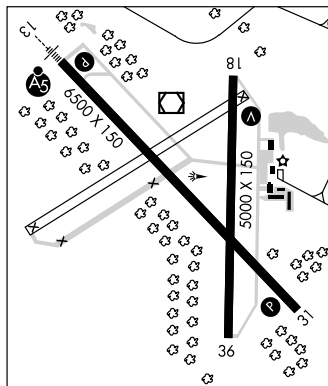
DT-172 MIRL

**RWY 13:** MALSR. PAPI(P4L)—GA 3.0° TCH 54'.**RWY 31:** PAPI(P4L)—GA 3.0° TCH 42'. Trees.**RWY 18-36:** H5000X150 (ASPH) S-83, D-113, ST-143, DT-65 MIRL**RWY 18:** VASI(V2L)—GA 3.0° TCH 37'. **RWY 36:** Trees.**AIRPORT REMARKS:** Attended continuously. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hrs PPR call arpt manager 601-442-5171. Deer on and invof rws.

ACTIVATE MIRL Rwy 18-36, MALSR Rwy 13, VASI Rwy 18 and PAPI Rwy 13 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.675 (601) 446-8022 LAWRS.**COMMUNICATIONS:** CTAF/UNICOM 122.8**NATCHEZ RCO 122.1R 110.0T** (GREENWOOD RADIO)Ⓡ **HOUSTON CENTER APP/DEP CON 120.97****RADIO AIDS TO NAVIGATION:** NOTAM FILE HEZ.**NATCHEZ (L) VOR/DME 110.0** HEZ Chan 37 N31°37.09'

W91°17.98' at fld. 280/03E. DME unmonitored.

**NATCHEZ-ADAMS CO NDB (MHW) 388** HAH N31°41.41' W91°17.60' 180° 4.6 NM to fld.**ILS 111.35** I-HEZ Rwy 13. Class IB. GS unmonitored.**NATCHEZ-ADAMS CO** N31°41.41' W91°17.60' NOTAM FILE HEZ.**HOUSTON**  
L-22F**NDB (MHW) 388** HAH 180° 4.6 NM to Hardy-Anders Fld Natchez-Adams Co.**NEW ALBANY-UNION CO** (M72) 3 N UTC-6(-5DT) N34°32.94' W89°01.47'**MEMPHIS**  
L-18G  
IAP

413 B S4 FUEL 100LL NOTAM FILE GWO

**RWY 18-36:** H3903X75 (ASPH) S-20 MIRL**RWY 18:** Trees. **RWY 36:** Trees.**AIRPORT REMARKS:** Attended Mon-Fri dalgt hrs, Sat 1400-1800Z†. Fuel 24 hr credit card svc avbl. MIRL Rwy 18-36 opr dusk-0400Z†. After 0400Z† ACTIVATE—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8Ⓡ **MEMPHIS CENTER APP/DEP CON 135.9****RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**HOLLY SPRINGS (L) VORTAC 112.4** HLI Chan 71 N34°46.22' W89°29.79' 116° 26.9 NM to fld. 630/03E.**NEWTON****JAMES H EASOM FLD** (M23) 1 SE UTC-6(-5DT) N32°18.71' W89°08.15'**MEMPHIS**  
L-18G

369 B S4 FUEL 100LL NOTAM FILE GWO

**RWY 13-31:** H3000X75 (ASPH) S-21 MIRL**RWY 13:** Tree. **RWY 31:** PVASI(PSIL)—GA 7.0° TCH 26'. Trees.**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z†. For attendant after hrs and emergencies only call 601-416-4981. 24 hr fuel avbl with credit card. Public phone avbl 601-683-2664. ACTIVATE MIRL Rwy 13-31—CTAF. PAPI Rwy 31 opr continuously.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.**MERIDIAN (H) VORTAC 117.0** MEI Chan 117 N32°22.71' W88°48.26' 252° 17.3 NM to fld. 580/05E.

HIWAS.

**OCEAN SPRINGS** (5R2) 3 E UTC-6(-5DT) N30°23.37' W88°45.21'**NEW ORLEANS**  
L-21C, 22G

20 B S6 FUEL 100LL NOTAM FILE GWO

**RWY 18-36:** H3500X50 (ASPH) S-10 MIRL**RWY 18:** Tree.**AIRPORT REMARKS:** Attended 1500-2300Z†. Extensive student flight training. Arpt rotating bcn OTS indef. ACTIVATE rotating bcn and lgtd windssock—CTAF. ACTIVATE MIRL Rwy 18-36—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**SEMMES (H) VORTAC 115.3** SJI Chan 100 N30°43.56' W88°21.56' 220° 28.7 NM to fld. 190/05E.

**OKOLONA MUNI—RICHARD STOVALL FLD** (5A4) 2 NE UTC-6(-5DT)

MEMPHIS  
L-186  
IAP

N34°00.95' W88°43.57'

335 B NOTAM FILE GWO

RWY 18-36: H3200X60 (ASPH) S-12.5 MIRL

RWY 18: Tree. RWY 36: Trees.

**AIRPORT REMARKS:** Unattended. Rwy 18-36 terrain drops off abruptly 200' from both ends. PAEW on and invof Rwy 18-36. ACTIVATE MIRL Rwy 18-36—CTAF.

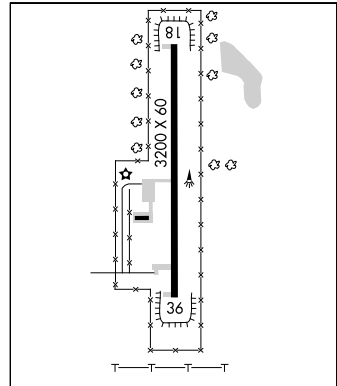
**COMMUNICATIONS:** CTAF 122.9

Ⓡ **COLUMBUS APP/DEP CON** 126.075 (1300-0100Z† Mon-Fri, 1600-2300Z† Sun, clsd Sat and holidays, other times ctc.

**MEMPHIS CENTER APP/DEP CON** 128.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUP.

**TUPELO (L) VORW/DME** 109.8 OTB Chan 35 N34°13.43' W88°47.84' 160° 13 NM to fld. 360/04E.



**OKTIBBEHA** (See STARKVILLE)

**OLIVE BRANCH** (OLV) 3 NE UTC-6(-5DT) N34°58.73' W89°47.21'

MEMPHIS  
H-6J, L-186  
IAP

402 B S4 FUEL 100LL, JET A OX 3 TPA-1202(800) NOTAM FILE OLV

RWY 18-36: H6000X100 (ASPH-GRVD) S-50 HIRL

RWY 18: MALSR. VASI(V4L)—GA 3.0°TCH 31'. RWY 36: VASI(V4L)—GA 3.0° TCH 31'. Tree.

**AIRPORT REMARKS:** Attended 1300-0200Z†. Bottle oxygen avbl on request call 662-895-2978. Read back required of all hold back instructions. Public phone avbl 662-895-9975 or 662-895-9978. Twy H clsd except to single and light twin acft only. Fixed distance markers. ACTIVATE MALSR Rwy 18—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.925 (662) 893-5906. LAWRS.

**COMMUNICATIONS:** CTAF 125.275 ATIS 119.925 UNICOM 122.7

Ⓡ **MEMPHIS APP CON** 125.8 120.07

Ⓡ **MEMPHIS DEP CON** 124.15 **CLNC DEL** 121.3 (When twr clsd)

**TOWER** 125.275 (1300-0300Z†) **GND CON** 121.2 **CLNC DEL** 121.2

**AIRSPACE:** CLASS D svc 1300-0300Z†.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEM.

**MEMPHIS (H) VORTAC** 117.5 MEM Chan 122 N35°00.91' W89°58.99' 102° 9.9 NM to fld. 360/01E.

**ILS/DME** 109.3 I-OLV Chan 30 Rwy 18. Class IB. Unmonitored when twr clsd.

**OXFORD**

**UNIVERSITY—OXFORD** (UOX) 2 NW UTC-6(-5DT) N34°23.06' W89°32.21'

MEMPHIS  
H-6J, L-186  
IAP

452 B S1 FUEL JET A TPA—See Remarks Class IV, ARFF Index A NOTAM FILE GWO

RWY 09-27: H5600X100 (ASPH) S-38, D-55, DT-90 MIRL 0.7% up E

RWY 09: PAPI(P4L)—GA 3.0°TCH 40'.

RWY 27: REIL. Tree.

**AIRPORT REMARKS:** Attended 1300-0000Z†. For arpt attendant ngts call 662-234-2036. Deer invof Rwy 09-27. CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 662-234-2036. TPA-1252(800), High speed-1652(1200).

MIRL Rwy 09-27 opr dusk-0400Z†, after 0400Z†, ACTIVATE MIRL

Rwy 09-27—CTAF. ACTIVATE PAPI Rwy 09—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 132.725 (662) 234-9751.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ **MEMPHIS CENTER APP/DEP CON** 128.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

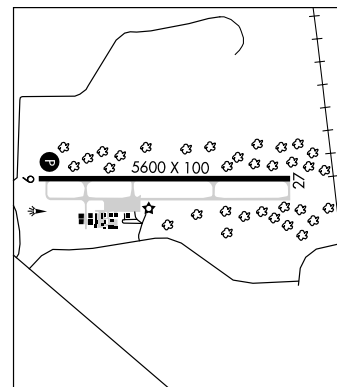
**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22'

W89°29.79' 182° 23.2 NM to fld. 630/03E.

**TUNNG NDB (LOM)** 426 UV N34°23.11' W89°37.56' 089°

4.4 NM to fld.

**ILS** 111.7 I-UV D Rwy 09. LOM TUNNG NDB. (Loc Only) Unmonitored 2300-1400Z†.



**PANOLA CO** (See BATESVILLE)**PASCAGOULA****TRENT LOTT INTL** (PQL) 6N UTC-6(-5DT) N30°27.77' W88°31.75'

17 B S4 FUEL 100LL, JET A NOTAM FILE PQL

RWY 17-35: H6500X100 (ASPH-GRVD) D-60 MIRL

RWY 17: MALSR.

RWY 35: PAPI(P4L)—GA 3.03° TCH 40'.

**AIRPORT REMARKS:** Attended continuously. Military contract fuel unavailable. Numerous low flying fish spotter acft opr near shoreline between Bay St Louis and Pascagoula SR-SS. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 35 and MALSR Rwy 17—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.175 (228) 474-2836.**COMMUNICATIONS:** CTAF 118.575 ATIS 135.175 UNICOM 122.8

MOBILE APP/DEP CON 121.0 (1200-0500Z‡)

HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z‡)

TOWER 118.575 (Mon-Fri 1100-0200Z‡, Sat-Sun

1400-0000Z‡) GND CON 121.725

CLNC DEL 121.725

**AIRSPACE:** CLASS D svc Mon-Fri 1100-0200Z‡, Sat-Sun

1400-0000Z‡, other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

SEMMES (H) VORTACW 115.3 SJI Chan 100 N30°43.56'

W88°21.56' 204° 18.1 NM to fld. 190/05E.

TLOTT NDB (LOM) 209 PQ N30°32.89' W88°33.19' 165° 5.3

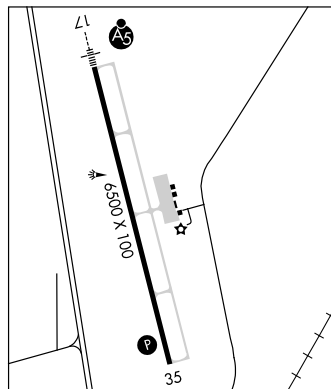
NM to fld. NOTAM FILE PQL.

ILS 110.1 I-PQL Rwy 17. Class IB. LOM TLOTT NDB.

NEW ORLEANS

H-7E, 8F, L-21C, 22G, GOMC

IAP

**PAUL PITTMAN MEML** (See TYLERTOWN)**PHILADELPHIA MUNI** (MPE) 2 NW UTC-6(-5DT) N32°47.95' W89°07.56'

458 B FUEL 100LL, JET A NOTAM FILE GW0

RWY 18-36: H5001X75 (ASPH) S-30 MIRL 0.4% up S

RWY 18: PAPI(P2L)—GA 3.0° TCH 42'. Bldg.

RWY 36: PAPI(P2L)—GA 3.0° TCH 42'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sun 1300-2300Z‡. After hrs svc call 601-416-1721. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.725 (601) 663-0040.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ MEMPHIS CENTER APP/DEP CON 132.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71'

W88°48.26' 322° 30.0 NM to fld. 580/05E.

HIWAS.

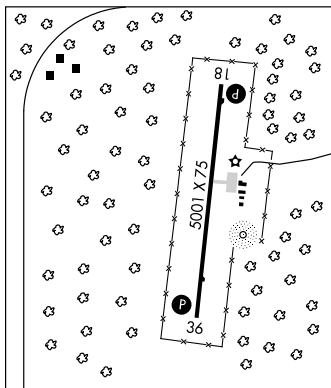
NDB (MHW) 219 MPE N32°47.89' W89°07.49' at fld. NOTAM

FILE GW0. NDB unusable byd 15 NM.

MEMPHIS

H-6J, L-18G

IAP

**PICAYUNE MUNI** (MJD) 2 SE UTC-6(-5DT) N30°29.25' W89°39.07'

55 B S4 FUEL 100LL, JET A NOTAM FILE GW0

RWY 18-36: H5000X75 (ASPH) S-30 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 36'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 43'. Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z‡. Fuel avbl 24 hrs with credit card. Birds and geese invof arpt. ACTIVATE MIRL Rwy 18-36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.075 (601) 798-4136.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 112.2T (GREENWOOD RADIO)

Ⓡ GULFPORT APP/DEP CON 124.6 (1200-0500Z‡)

Ⓡ HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GW0.

(L) VOR/DME 112.2 PCU Chan 59 N30°33.67' W89°43.83' 132° 6.0 NM to fld. 70/05E.

NEW ORLEANS

H-7E, 8F, L-21B, 22G

IAP



**PITTSBORO****CALHOUN CO** (Ø4M) 1 SW UTC-6(-5DT) N33°55.81' W89°20.57'**MEMPHIS**  
L-186

383 B NOTAM FILE GWO

RWY 15-33: H3200X60 (ASPH) S-15 MIRL

RWY 15: PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 33: PAPI(P4L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended dalgt hours Mon-Sat, Apr-Oct. PAEW adjacent Rwy 15-33. Rotating bcn OTS indef.

ACTIVATE MIRL Rwy 15-33—CTAF.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE CBM.**CALEDONIA (T) VORTAC** 115.2 CBM Chan 99 N33°38.49' W88°26.31' 291° 48.4 NM to fld. 220/00E.

Monitored Mon-Fri 1300-0100Z†, Sun 1600-2300Z†. No NOTAM MP Mon-Fri 0300-1030Z†,

Sun 1300-1500Z†.

**PONTOTOC CO** (22M) 2 NW UTC-6(-5DT) N34°16.56' W89°02.30'**MEMPHIS**  
L-186

440 S4 FUEL 100LL NOTAM FILE GWO

RWY 11-29: H3000X50 (ASPH) S-16 MIRL

RWY 11: Trees.

RWY 29: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri dalgt hours. For attendant after hours and emerg svc call 662-489-8187/3950.**COMMUNICATIONS:** CTAF/UNICOM 122.8 (unicom out of svc indefinitely)**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22' W89°29.79' 139° 37.3 NM to fld. 630/03E.**POPLARVILLE—PEARL RIVER CO** (M13) 3 SE UTC-6(-5DT) N30°47.16' W89°30.27'**NEW ORLEANS**  
L-21B, 226

320 B FUEL 100LL NOTAM FILE GWO

RWY 16-34: H4000X100 (ASPH) S-25.2 MIRL

RWY 16: PAPI(P2L). Trees.

RWY 34: PAPI(P2L). Trees.

**AIRPORT REMARKS:** Unattended. Fuel 24 hr self-serve with credit card. Ultralight activity on and in vicinity of arpt. Rwy 34 terrain drops off abruptly 200' from thld. Rotating bcn OTS indef. MIRL Rwy 16-34 and PAPI Rwy 16 and Rwy 34 operate dusk-0300Z†, after 0300Z† ACTIVATE—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**PICAYUNE (L) VOR/DME** 112.2 PCU Chan 59 N30°33.67' W89°43.83' 036° 17.8 NM to fld. 70/05E.**PRENTISS—JEFFERSON DAVIS CO** (M43) 2 W UTC-6(-5DT) N31°35.72' W89°54.39'**NEW ORLEANS**  
L-22F  
IAP

455 B FUEL 100LL NOTAM FILE GWO

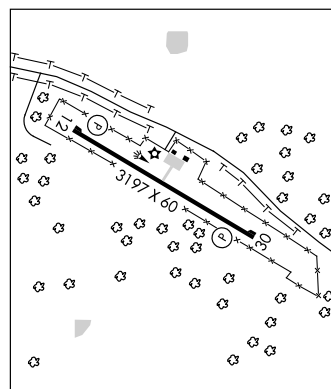
RWY 12-30: H3197X60 (ASPH) S-20 MIRL

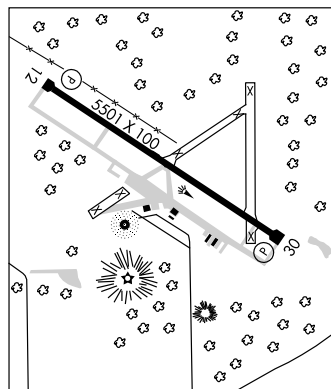
RWY 12: PAPI(P2L). Trees.

RWY 30: PAPI(P2L). Tree.

**AIRPORT REMARKS:** Unattended. Fuel avbl 24 hrs with credit card. For emergency call police department 601-792-5198. For rwy lgts after 0500Z† key 121.9 5 times. Ultralight activity on and in vicinity of arpt.**COMMUNICATIONS:** CTAF/UNICOM 122.8**HOUSTON CENTER APP/DEP CON** 126.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.**McCOMB (H) VORTAC** 116.7 MCB Chan 114 N31°18.27'

W90°15.49' 043° 25.1 NM to fld. 440/03E. HIWAS



**QUITMAN****CLARKE CO** (23M) 3 N UTC-6(-5DT) N32°05.09' W88°44.34'**MEMPHIS**  
L-17D, 18G320 B **FUEL** 100LL NOTAM FILE GWO**RWY 16-34:** H3200X60 (ASPH) S-12.5 MIRL**RWY 16:** PAPI (P2L). Thld dsplcd 245'. Trees.**RWY 34:** Thld dsplcd 245'. Trees.**AIRPORT REMARKS:** Attended continuously. Ultralight activity on and in vicinity of arpt. Rwy 16 ground drops abruptly 200' from thld. Ground drops abruptly from Rwy 34 thld. Rwy 16 PAPI unusable byd 5° left of course. After 0400Z† **ACTIVATE** MIRL Rwy 16-34 and PAPI Rwy 16—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.**MERIDIAN (H) VORTAC** 117.0 MEI Chan 117 N32°22.71' W88°48.26' 164° 17.9 NM to fld. 580/05E.  
**HIWAS.****RAYMOND****JOHN BELL WILLIAMS** (M16) 3 NE UTC-6(-5DT) N32°18.27' W90°24.63'**MEMPHIS**  
H-6J, L-18G  
IAP247 B S3 **FUEL** 100LL, JET A NOTAM FILE GWO**RWY 12-30:** H5501X100 (ASPH-RFSC) S-60, D-75 MIRL**RWY 12:** PAPI(P2L)—GA 3.0°TCH 38'.**RWY 30:** PAPI(P2L)—GA 3.0°TCH 39'. Trees.**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat 1400-1800Z†. Fuel avbl 24 hrs with card. **ACTIVATE** MIRL Rwy 12-30—CTAF. PAPI Rwys 12 and Rwy 30 operate continuously.**WEATHER DATA SOURCES:** AWOS-3 118.675 (601) 857-3887.**COMMUNICATIONS:** CTAF/UNICOM 122.8**JACKSON APP/DEP CON** 125.25 (153°-332°) (1200-0500Z†)Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.5 (0500-1200Z†)**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45' W90°10.06' 220° 17.3 NM to fld. 360/05E.**RAYMOND NDB (MHW)** 375 RYB N32°18.09' W90°24.69' at fld. NOTAM FILE GWO.**RAYMOND** N32°18.09' W90°24.69' NOTAM FILE GWO.**MEMPHIS**  
L-18G**NDB (MHW)** 375 RYB at John Bell Williams.**RENOVA** N33°48.42' W90°45.76' NOTAM FILE GWO.**MEMPHIS**  
L-18F**NDB (MHW)** 272 RNV 171° 2.8 NM to Cleveland Muni. NDB unmonitored. NDB unusable byd 20 NM.**RICHTON-PERRY CO** (M59) 2 S UTC-6(-5DT) N31°19.04' W88°56.10'**NEW ORLEANS**  
L-21C, 22G

167 B NOTAM FILE GWO

**RWY 18-36:** H3000X60 (ASPH) S-20. MIRL**RWY 18:** PAPI(P2L). Trees.**RWY 36:** PAPI(P2L). Trees.**AIRPORT REMARKS:** Unattended. Rwy 18-36 MIRL OTS indef. PAPI Rwy 18 OTS indef. PAPI Rwy 36 OTS indef. Rotating bcn OTS indef. **ACTIVATE** MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**EATON (L) VORTAC** 110.6 LBY Chan 43 N31°25.12' W89°20.26' 101° 21.6 NM to fld. 290/05E.

**RIPLEY** (25M) 3 W UTC-6(-5DT) N34°43.34' W89°00.90'

465 B FUEL 100LL NOTAM FILE GWO

RWY 03-21: H4400X75 (ASPH) S-20 MIRL 0.6% up NE

RWY 03: PAPI(P2L)—GA 3.25° TCH 15'. Tree.

RWY 21: PAPI(P2L)—GA 3.5° TCH 16'. Tree.

**AIRPORT REMARKS:** Unattended. Self-service credit card fuel avbl 24 hrs. After 0400Z† ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and 21—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 135.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

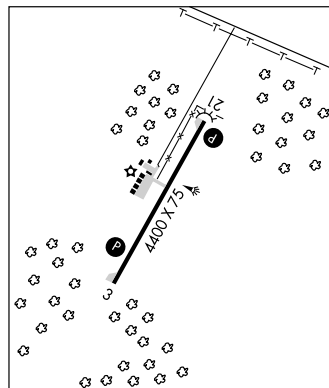
HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22'

W89°29.79' 094° 24 NM to fld. 630/03E.

MEMPHIS

L-186

IAP



**ROSCOE TURNER** (See CORINTH)

**RULEVILLE-DREW** (See DREW)

**SAVOY** N32°14.84' W88°46.30' NOTAM FILE MEI.

NDB (MHW/LDM) 356 ME 010° 5.2 NM to Key Fid.

MEMPHIS

L-186

**SCOBEY** N33°53.47' W89°52.47' NOTAM FILE GWO.

NDB (MHW) 245° SBQ 132° 5.2 NM to Grenada Muni. NDB unusable byd 20 NM.

MEMPHIS

L-186

**SELFS** (See MARKS)

**SEYER** N35°00.93' W88°36.94' NOTAM FILE GWO.

NDB (LDM) 334° UU 173° 6.1 NM to Roscoe Turner.

MEMPHIS

**SIDON** N33°27.83' W90°16.64' NOTAM FILE GWO.

(H) VORTAC 114.7 SQS Chan 94 076° 9.8 NM to Greenwood-Leflore. 125/03E.

RCO 122.1R 114.7T (GREENWOOD RADIO)

MEMPHIS

H-6J, 5C, L-186

## STARKVILLE

**GEORGE M BRYAN** (STF) 3 SW UTC-6(-5DT) N33°25.99' W88°50.92'

333 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5550X150 (ASPH-CONC) S-25, D-30 HIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 24'. Thld dsplcd 1380'. Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 26'.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0100Z†, Sun 1400-2300Z†. Fuel 24 hr credit card svc avbl. Rwy 18-36 HIRL opr 1400-2230Z†, after 2230Z† ACTIVATE HIRL Rwy 18-36—CTAF. PAPI Rwy 18 and PAPI Rwy 36 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.975 (662) 323-4966.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z† Mon-Fri,

1600-2300Z† Sun, clsd Sat and holidays. Other times ctc

MEMPHIS CENTER APP/DEP CON 127.1

COLUMBUS CLNC DEL 126.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 256° 17.1 NM to fld. 240/04E. HIWAS.

BRYAN NDB (MHW) 281 STF N33°25.92' W88°51.02' at fld.

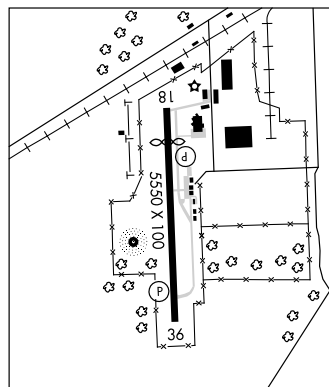
NDB unmonitored.

ILS/DME 109.9 I-STF Chan 36 Rwy 36. (LOC only)

MEMPHIS

H-6J, L-186

IAP



**OKTIBBEHA** (M51) 7 NE UTC-6(-5DT) N33°29.85' W88°40.88'

MEMPHIS

250 S4 NOTAM FILE GWO

L-186

RWY 13-31: 2700X150 (TURF)

IAP

RWY 13: Trees RWY 31: Trees

RWY 18-36: 2200X150 (TURF)

RWY 18: Trees. RWY 36: Trees.

**AIRPORT REMARKS:** Attended continuously. Rwy 13-31 marked by mowing and white jugs 75' apart. Rwy 18-36 marked by mowing and white jugs 75' apart. UNICOM OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

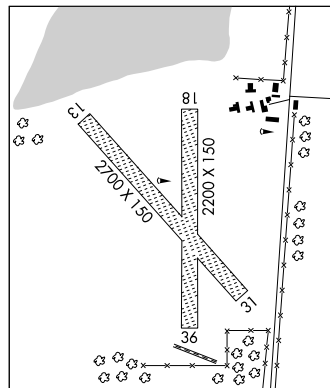
® COLUMBUS APP/DEP CON 135.6 (1300-0100Z± Mon-Fri, 1600-2300Z± Sun, clsd Sat and holidays. Other times ctc

MEMPHIS CENTER APP/DEP CON 127.1

COLUMBUS CLNC DEL 126.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13' W88°30.82' 271°8.5 NM to fld. 240/04E. HIWAS.



**STENNIS INTL** (See BAY ST LOUIS)

**TALLAHALA** N31°41.25' W89°11.39' NOTAM FILE GWO.

NEW ORLEANS

NDB (MHW) 346 THJ 135° 1.2 NM to Hesler-Noble Fld.

L-226

**TEOCK** N33°35.52' W90°05.06' NOTAM FILE GWO.

MEMPHIS

NDB (LOM) 349 GW 178° 5.8 NM to Greenwood-Leflore.

L-186

**THIGPEN FLD** (See BAY SPRINGS)

**TISHOMINGO CO** (See BELMONT)

**TLOTT** N30°32.89' W88°33.19' NOTAM FILE PQL.

NEW ORLEANS

NDB (LOM) 209 PQ 165° 5.3 NM to Trent Lott Intl.

**TRENT LOTT INTL** (See PASCAGOULA)

## TUNICA

**TUNICA** (3ØM) 2 S UTC-6(-5DT) N34°40.01' W90°22.01'

MEMPHIS

195 S2 FUEL 100LL, JET A NOTAM FILE GWO

RWY 01-19: 2508X80 (ASPH-TURF)

RWY 01: Thld displcd 108'.

**AIRPORT REMARKS:** Attended dalgt hrs. Telephone, taxi and courtesy car avbl. Rwy 01-19 southern 1800 ft X 14 ft center portion of rwy is asph. Apron areas deteriorating.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**TUNICA MUNI** (UTA) 1 E UTC-6(-5DT) N34°41.10' W90°20.87'

MEMPHIS

194 B S4 FUEL 100LL, JET A OX 1,3 Class I, ARFF Index B NOTAM FILE GWO

H-61, L-186

RWY 17-35: H8500X150 (ASPH-GRVD) S-94, D-215, DT-460, TRT-510, DDT-720 HIRL

IAP

RWY 17: ODALS.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Rgt tfc.

**AIRPORT REMARKS:** Attended continuously. Public phone 662-363-9956. Large flocks of geese invof arpt Nov-Feb. Agricultural acft activity invof the arpt during daylight hours all days. 24 hr PPR for commercial flts over 60 seats. Rwy 35 designated calm wind rwy. Twy N clsd indef. ACTIVATE HIRL Rwy 17-35 and MALSR Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.075 (662) 363-1652.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

MEMPHIS APP/DEP 119.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEM.

MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 221° 26.7 NM to fld. 360/01E.

ILS/DME 110.95 I-UTA Chan 46(Y) Rwy 35. Class IE.

**TUNNG** N34°23.11' W89°37.56' NOTAM FILE GWO.  
NDB (LOM) 426 UV 089° 4.4 NM to University-Oxford.

MEMPHIS  
L-186

**TUPELO RGNL** (TUP)(KTUP) CIV/MIL/P/ANG 3 W UTC-6(-5DT) N34°16.09' W88°46.19'

MEMPHIS  
H-6J, L-186  
DIAP, AD

346 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE TUP

RWY 18-36: H6500X150 (ASPH-GRVD) S-90, D-135, DT-150 HIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 45'. RWY 36: MALSR.

**MILITARY SERVICE:** FUEL A+ (NC-100, 100LL, A1+) (Weekdays 1200-0200Z, weekends 1400-0200Z, C662-842-6918 other times C662-841-0658 or C662-678-4914).

**AIRPORT REMARKS:** Attended 1200-0400Z. Helicopter ops all hrs 700'

AGL East of Rwy 18-36 contact CTAF for advisories. Helicopter parking and refueling—ctc FBO on 128.85. Air carrier ramp restricted to air carrier ops except with PPR call arpt manager Mon-Fri 1400-2300Z; 662-841-6570 ext. 8. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 662-841-6570 ext. 8. ACTIVATE HIRL Rwy 18-36, MALSR Rwy 36, and REIL Rwy 18—CTAF. PAPI Rwy 18 opr continuously.

**MILITARY REMARKS:** RSTD Helicopter parking and refueling rstd to east end of clsd rwy, ctc FBO on 128.85. Acft ramp rstd to acft ops except with PPR call arpt manager C662-841-6570 extension 8. **CAUTION** Helicopter ops all hours 700' AGL east of Rwy 18-36, ctc CTAF.

**ANG** Support facility ops Mon-Fri 1300-2200Z except holidays. Limited parking avbl. No tran fuel. DSN 293-3400, C662-891-4400.

**WEATHER DATA SOURCES:** ASOS 133.525 (662) 840-8528.

**COMMUNICATIONS:** CTAF 118.775

RCO 122.5 (GREENWOOD RADIO)

MEMPHIS CENTER APP/DEP CON 128.5 279.55

TOWER 118.775 254.275 (1200-0400Z) GND CON 121.825 254.275 ARNG OPS 33.50 241.0

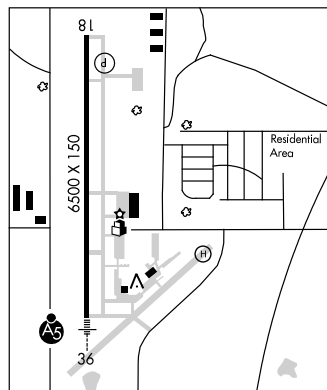
**AIRSPACE:** CLASS D 1200-0400Z. Other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUP.

(L) VORW/DME 109.8 OTB Chan 35 N34°13.43' W88°47.84' 023° 3 NM to fld. 360/04E. VOR portion unusable 190°-220°.

VERON NDB (LOM) 420 TU N34°10.82' W88°46.13' 358° 5.3 NM to fld.

ILS/DME 108.5 I-TUP Chan 22 Rwy 36. Class IA. LOM VERON NDB. ILS unmonitored 0500-1100Z. ILS unusable 25° right of course.



## TYLERTOWN

**PAUL PITTMAN MEML** (T36) 3 NW UTC-6(-5DT) N31°08.76' W90°10.09'

NEW ORLEANS  
L-218, 22F

384 B FUEL 100 NOTAM FILE GWO

RWY 18-36: H3000X60 (ASPH) S-20 MIRL

RWY 18: PAPI(P2L)—GA 3.0°. RWY 36: PAPI(P2L)—GA 3.0°. Trees.

**AIRPORT REMARKS:** Attended continuously. Fuel avbl 24 hrs with credit card. MIRL Rwy 18-36 preset low ints dusk-dawn; to increase ints ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 opr continuously.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.

McCOMB (H) VORTAC 116.7 MCB Chan 114 N31°18.27' W90°15.49' 151°10.6 NM to fld. 440/03E.  
HIWAS

## UNIVERSITY-OXFORD (See OXFORD)

**VERON** N34°10.82' W88°46.13' NOTAM FILE TUP.

MEMPHIS  
L-186

NDB (LOM) 420 TU 358° 5.3 NM to Tupelo Rgnl.

**VICKSBURG MUNI** (VKS) 7 SW UTC-6(-5DT) N32°14.36' W90°55.71'

MEMPHIS

106 B S4 FUEL 100LL JET A LRA NOTAM FILE GWO

H-6J, L-18F

RWY 01-19: H5000X100 (ASPH) S-30, D-50, DT-90 MIRL

IAP

RWY 01: Thld dsplcd 300'. Trees. RWY 19: Thld dsplcd 480'. Tree.

AIRPORT REMARKS: Attended 1300-2300Z†. ACTIVATE MIRL Rwy 01-19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45' W90°10.06' 243° 41.9 NM to fld. 360/05E.

NDB (MHW) 382 VKS N32°13.98' W90°55.59' at fld. NOTAM FILE GWO. NDB OTS indef.

**VICKSBURG TALLULAH RGNL** (See TALLULAH/VICKSBURG, LA)

**VORTEX HELIPORT** (See LONG BEACH)

**WATER VALLEY MUNI** (33M) 3 NW UTC-6(-5DT) N34°10.01' W89°41.17'

MEMPHIS

270 B NOTAM FILE GWO

L-18G

RWY 15-33: H3000X50 (ASPH) S-20 LIRL

RWY 15: Trees. RWY 33: Trees.

AIRPORT REMARKS: Attended on call. For part time attendant call 662-473-7676. Large flocks of ducks over lake.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 192° 37.3 NM to fld. 630/03E.

**WAYNESBORO MUNI** (2RØ) 2 S UTC-6(-5DT) N31°38.76' W88°38.09'

NEW ORLEANS

164 B FUEL 100LL NOTAM FILE GWO

H-6J, L-22G

RWY 02-20: H5000X75 (ASPH) S-15 MIRL

RWY 02: PAPI (P2L). Trees. RWY 20: PAPI (P2L). Thld dsplcd 665'. Railroad.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z†. For arpt attendant after hrs call 601-735-9282, cell number 601-381-5038/5039. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 02-20 and PAPI Rwy 02 and 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

GREENE CO (H) VORTACW 115.7 GCV Chan 104 N31°05.88' W88°29.17' 342° 33.7 NM to fld. 300/05E.

**WEST DELTA** (DLP) N29°07.28' W89°32.83'

L-21B, 22G, GOMC

AWOS-3 120.425

## WEST POINT

**McCHAREN FLD** (M83) 2 S UTC-6(-5DT) N33°35.04' W88°40.00'

MEMPHIS

205 B NOTAM FILE GWO

L-18G

RWY 18-36: H3850X75 (ASPH) S-30, D-36 MIRL

IAP

RWY 18: Thld dsplcd 392'. Trees.

RWY 36: Trees.

AIRPORT REMARKS: Unattended. Public phone avbl 662-494-9854.

MIRL Rwy 18-36 opr dusk-0400Z†, after 0400Z†

ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

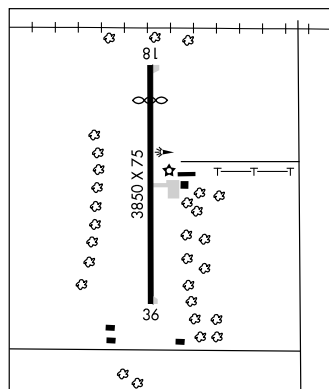
Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z† Mon-Fri, 1600-2300Z† Sun, clsd Sat and holidays. Other times etc

MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 304° 9.7 NM to fld. 240/04E. HIWAS.



**WIGGINS****DEAN GRIFFIN MEML** (M24) 1 W UTC-6(-5DT) N30°50.59' W89°09.59'**NEW ORLEANS**

270 B FUEL 100LL NOTAM FILE GWO

**L-21C, 226****RWY 17-35:** H3000X50 (ASPH) S-20 MIRL**RWY 17:** PAPI(P2L) Tree. **RWY 35:** PAPI(P2L). Tree.**AIRPORT REMARKS:** Attended 1400-2300Z†. Fuel avbl call (601) 766-5341. ACTIVATE MIRL Rwy 17- 35—CTAF.

PAPI Rwy 17 and Rwy 35 opr continuously.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.**PICAYUNE (L) VOR/DME** 112.2 PCU Chan 59 N30°33.67' W89°43.83' 055° 34 NM to fld. 70/05E.**WINONA-MONTGOMERY CO** (5A6) 1 S UTC-6(-5DT) N33°27.90' W89°43.81'**MEMPHIS**

363 B S2 FUEL 100LL NOTAM FILE GWO

**L-18G****RWY 03-21:** H4000X60 (ASPH) S-18 MIRL 0.4% up NE**IAP****RWY 03:** PAPI(P2L)—GA 3.0° TCH 30'. Tree.**RWY 21:** PAPI(P2L)—GA 3.0° TCH 30'. Trees.**AIRPORT REMARKS:** Attended continuously. Fuel 24 hr credit card svc avbl. Powerplant and airframe repairs avbl in emergency or with prior notice. PAEW adjacent Rwy 03-21 and associated twys. Arpt rotating bcn OTS indef.

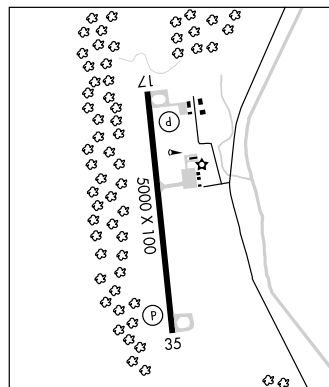
MIRL opr dusk-0400Z†. After 0400Z† ACTIVATE—CTAF. PAPI Rwy 03 and Rwy 21 opr continuously.

**COMMUNICATIONS:** CTAF 122.9**MEMPHIS CENTER APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83' W90°16.64' 087° 27.5 NM to fld. 125/03E.**YAZOO CITY****YAZOO CO** (87I) 4 NW UTC-6(-5DT) N32°52.99' W90°27.82'**MEMPHIS**

104 B S2 FUEL 100LL NOTAM FILE GWO

**H-6J, L-18G****RWY 17-35:** H5000X100 (ASPH) S-30 DT-64 MIRL**IAP****RWY 17:** PAPI(P2L)—GA 3.0° TCH 35'**RWY 35:** PAPI(P2L)—GA 3.0° TCH 35'. Trees.**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat 1400-1800†.Fuel 24 hr credit card svc avbl. Parachute Jumping. MIRL Rwy 17-35 preset low ints; dusk-0400Z†, after 0400Z† to incr intst  
ACTIVATE—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.**COMMUNICATIONS:** CTAF/UNICOM 122.8**MEMPHIS CENTER APP/DEP CON** 132.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45'

W90°10.06' 321° 27 NM to fld. 360/05E.

**YAZOO CO** (See YAZOO CITY)

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**PROHIBITED AREA P-49, CRAWFORD, TEXAS**

In response to a request from the United States Secret Service, the FAA has established a prohibited area over President George W. Bush's ranch in Crawford, Texas. The prohibited area extends from the SFC up to 5,000' MSL within a 3 NMR of lat. N31°34'45", long. W97°32'00" (ACT242R/15).

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**Bomb Disposal Area  
McAlester, Oklahoma Vicinity**

Bomb disposal area, one NM radius, MLC 240°/006, SFC to 2000 AGL. Times of use: Daily, 30 min after SR to 30 min before SS. Avoidance advised. For further information contact McAlester AFSS.

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**AEROBATIC PRACTICE AREA****Coushatta, LA, Red River Airport (OR7)**

Aerobatic practice will be conducted at Red River Airport between the surface and 5,000 feet AGL within the boundaries of the airspace bounded on the west by the western edge of Rwy 17/35, extending northward and southward to the respective airport boundaries, extending eastward for 1.5 miles to an imaginary line connecting to the northeast and southeast corners, to create the practice area. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Crowley, LA, Le Gros Airport (3R2)**

Aerobatic practice will be conducted at Le Gros Airport within the area defined as a semicircle extending southward from its diameter centered on the north end of the north/south taxiway at its intersection with the south edge of the east/west taxiway extending eastward 6,000 feet and westward 6,000 feet from the surface to 4,500 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Farmerville, LA, Union Parish Airport (F87)**

Aerobatic practice will be conducted within a 2 NM radius of the Union Parish Airport, SFC to 4,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Jennings, LA, Jennings Airport (3R7)**

Aerobatic practice will be conducted centered from 1 NM northwest of Jennings Airport, within an approx. 2.5 NM radius, 500 feet to 4,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Opelousas, LA, St. Landry Parish Airport (OPL)**

Aerobatic practice will be conducted at St. Landry Parish Airport within 1 NM radius of the Lafayette VORTAC, LFT343022, SFC to 4,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Springhill Airport (SPH), Springhill, LA**

Aerobatic practice conducted at the Springhill (SPH) Airport, from SFC to 5000 MSL, within the area defined as having its western boundary along the western edge of Rwy 18/36, extending northward 1000 feet beyond the north end of the runway; then eastward 150 feet to the eastern boundary; then southward parallel to the runway to a line which runs along the southern edge of Rwy 18/36, extending from its western edge 1500 feet to a point where it intersects the eastern boundary. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information, contact DeRidder AFSS on 1-800-WX-BRIEF (992-7433).

**Sulphur, LA, Southland Field (UXL)**

Aerobatic practice will be conducted at West Calcasieu Airport, Southland Field within a 2 NM radius of the Lake Charles VORTAC, LCH261014, SFC to 4,000 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information Flight Services at 1-800-WX-BRIEF (992-7433).

**Bristow, OK, Jones Memorial Airport (3F7)**

Aerobatic practice will be conducted within 2 NM radius of Jones Memorial Airport (3F7), SFC to 6,000 feet AGL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Cookson, OK, Tenkiller Lake Airpark (44M)**

Aerobatic practice will be conducted at Tenkiller Airpark in a 3,000 foot box, beginning at the centerline of the approach end of RY23 and extending 400 feet beyond the departure end of RY23, thence extending 3,000 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

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**Ketchum, OK, South Grand Lake Regional Airport (1K8)**

Aerobatic practice will be conducted within 1 NM radius of the South Grand Lake Regional Airport (1K8), SFC to 4,500 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Muskogee, OK, Davis Field (MKO)**

Aerobatic practice will be conducted within 1.25 NM radius of Davis Field, Muskogee, OK (MKO), SFC to 4,500 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Nowata, OK, Nowata Airport (H66)**

Aerobatic practice will be conducted centered from 3 NM northwest of the Nowata Airport (H66), SFC to 3,000 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Tulsa, OK**

Aerobatic practice will be conducted within 3 NM radius of TUL350022, SFC to 5,000 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Brenham, TX, Brenham Muni Airport (11R)**

Aerobatic practice will be conducted within 2 NM radius of the Brenham Muni Airport (11R), SFC to 4,500 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Celina, TX, Four Winds Ranch (1TS9)**

Aerobatic flight activity will be conducted at Four Winds Ranch, bound on the north by County Road 102, on the south by an imaginary line parallel to and 800 feet south of County Road 134, on the west by an imaginary line just east of the three lakes, and on the east by a tree line, SFC to 4,500 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Edna, TX, Jackson County Airport (26R)**

Aerobatic practice will be conducted within a 1 NM radius of the Jackson County Airport (26R), from SFC to 1,500 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Fort Worth, TX, Naval Air Station JRB (NFW)**

Aerobatic practice will be conducted centered from 1 NM East and 3 NM West, North and South of NAS JRB Fort Worth (NFW) runway 17/35, from SFC to 6,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Georgetown (GTU), TX**

Aerobatic practice will be conducted within 1 NM radius of CWK342019, SFC to 4000' AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. Pilots should use caution within this area. For further information, contact San Angelo AFSS on 1-325-223-6041.

**Graford, TX, Possum Kingdom (F35)**

Aerobatic practice will be conducted within 1 NM radius of MQP289929 3.5 NM west of Possum Kingdom Airport, SFC to 5,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Grayson City Arpt, Denison, TX (GYI)**

Aerobatic flight activity will be conducted within a 2 NM radius of the BYP290024.4, SFC to 5700 feet MSL, SR-SS daily. The practice area is for waiver holders only. Pilots should use caution when operating in this area. For further information contact Fort Worth AFSS on 1-800-992-7433.

**Hondo Muni (HDO), Hondo, TX**

Aerobatic flight activity will be conducted in a 2 NM radius of Hondo Muni Airport. Flights will occur SR-SS, SFC to 3,500 AGL. Pilots should use caution when operating within this area. For further information, contact San Angelo AFSS, 325-223-6041.

**Huber Airpark, Sequin, TX**

Aerobatic flight activity will be conducted within an area 3300 feet by 3300 feet located on the SAT 089/25. Flights will occur SR-SS Sat/Sun, SFC to 4600 MSL. Pilots should use caution when operating in this area. For further information contact San Angelo AFSS on 1-325-223-6041.

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**LaGrange, TX, Fayette Regional Air Center (3T5)**

Aerobatic flight activity will be conducted within a 2 NM radius of the Fayette Regional Airport (3T5), from 900 feet MSL up to and including 4,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Lubbock, TX, Biggin Hill Strip (TA67)**

Aerobatic flight activity will be conducted within 0.5 NM radius of the LBB280008.3/TA67, SFC to 6,500 MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Navasota, TX**

Glider operations will be conducted within a 5 NM radius of the TNV VOR 130/007, from SFC to 8000 feet MSL, SR-SS. Pilots should use caution when operating in this area. For further information, contact Montgomery County AFSS on 866-689-5992.

**O'Brien Airpark, Waxahachie, TX**

Aerobatic flight practice will be conducted within 1 1/2 NM radius of TTT 148/024 from SFC to 3500 MSL. Pilots should use caution when operating within this area. For further information contact Fort Worth AFSS on 1-800-992-7433.

**Olney, TX, Olney Muni (ONY)**

Aerobatic flight activity will be conducted within a 4,000 square foot area located over the Olney Muni airport property commencing from the west side of Rwy 17-35, SFC to 3,500 AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Skywest Inc. Airport, Midland, TX**

Aerobatic flight activity will be conducted within a 3300' by 3300' square box, located 1/4 mile south southeast of the approach end of Rwy 34 at Skywest airport, Midland, Texas. Flights will occur between sunrise and sunset, from the surface to 6,500 feet MSL.

**Slidell, TX, Akroville Airport (XA68)**

Aerobatic practice will be conducted within 1.5 NM radius of the UKW108026, SFC to 4,000 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Songbird Airport, Friendswood, Texas**

Aerobatic flight activity will be conducted within a 2 NM radius of the Houston Hobby VOR 185° radial at the 18 mile DME fix. Flight will occur from sunrise to sunset, from the surface to 3500 feet AGL. Pilots should use caution when operating within this area. For further information contact Montgomery County AFSS, 866-689-5992.

**Waller, TX, Simaron Ranch Airport, (9TS3)**

Aerobatic practice will be conducted within 1 NM radius of TNV130007.5/3.8 NNE 9TS3, 800 feet MSL to 3,500 feet MSL. SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Wichita Falls, TX, Kickapoo Downtown Airport (CWC)**

Aerobatic practice will be conducted within 1.5 NM radius of the SPS136009.2, SFC to 4,000 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Wichita Falls, TX, Sheppard AFB (SPS)**

Aerobatic practice will be conducted within a 1.5 NM radius of the SPS200007, SFC to 4,500 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Wichita Falls, TX, Wichita Valley Airport (F14)**

Aerobatic practice will be conducted within a 1 NM radius of the SPS190003, SFC to 4,000 feet AGL. The activation of this practice area is only authorized when 80th Flying Training Wing Flying operations are not active at Sheppard Air Force Base. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

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**MODEL AIRCRAFT ACTIVITY****Haskell, OK (2K9)**

Model rocket activity will be conducted within a 1 NM radius of GNP292008, SFC to 9,000 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Oklahoma City, OK**

Model rocket activity will be conducted within a 1 NM radius of IRW270023, SFC to 6,400 feet MSL, SR-SS. For further information, contact Flight Services at 1-800-992-7433.

**Fort Stockton—Pecos Co (FST), TX**

Model rocket activity will be conducted within a 2.6 NM radius of FST 146/014, SFC to 20,000 MSL, SR-SS. For further information, contact San Angelo AFSS on 1-325-223-6041. Model rocket activity will be conducted within a 2 NM radius of FST 212/9, SFC to 23,100 MSL, SR-SS. For further information, contact San Angelo AFSS on 1-325-223-6041.

**Kileen (ILE), Texas, Vicinity**

Model airplane activity conducted 1 NM radius ILE 138R/006NM, 10008 AGL and below. Intermittent launches daily. For further information, contact San Angelo AFSS on 1-325-223-6041.

**Lake Jackson TX (LHB)**

Model rocket activity will be conducted within a 1 NM radius of the Hearne Muni Airport (LHB) or the CLL 319/018 SFC to 12,500' MSL, SR-SS. For further information, contact Flight Services at 1-800-992-7433.

**Nacogdoches, TX (OCH)**

Model Rocket activity will be conducted within a 1 NM radius of the Mangham Rgnl Arpt (OCH) 045018, SFC to 3,000 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Wills Point, TX (76F)**

Model rocket activity will be conducted within a 5 NM radius of TTT100051, SFC to 24,000 feet MSL, SR-SS. For further information, contact Flight Services at 1-800-992-7433.

**Waco Rgnl, TX (ACT)**

Model rocket activity will be conducted within a 5 NM radius of ACT 131014, SFC to 24,000 feet MSL, SR-SS. For further information, contact Flight Services at 1-800-992-7433.

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**UNMANNED AIRCRAFT SYSTEM (UAS)****Hondo, TX**

Unmanned Aircraft System (UAS) activity will be conducted within 2 NM radius of HDO 220/010, SFC to 1,700' MSL 0800-1600 LCL, Mon-Fri, through April 16, 2010. For further information, contact Fort Worth AFSS on 1-800-WX-BRIEF.

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**DALLAS-FORT WORTH, TX, DALLAS/FORT WORTH INTL AIRPORT (DFW)  
NOISE ABATEMENT PROCEDURES**

Successive or simultaneous departures from Runways 17R, 17C, 18R, 18L, 35L, 35C, 36L and 36R are authorized, with course divergence beginning within 5 miles from the departure end of parallel runways, due to noise abatement restrictions.

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**LASER LIGHT DEMONSTRATIONS****Biloxi, Mississippi**

A permanent Laser Light Demonstration will be conducted at Casino Magic, located in Biloxi, Mississippi, on Gulfport VORTAC 096° Radial, 12 NM Lat 30°23'N/Long 88°51'W, nightly from dusk until 2 AM. Laser light beam is not expected to elevate above the horizon from a 120 foot high platform. Laser light beam may be injurious to eyes if viewed within 1 nautical mile laterally of the light source. Cockpit illumination—flash blindness may occur beyond these distances.

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**Biloxi, Mississippi**

A permanent Laser Light Demonstration will be conducted at Palace Casino, located in Biloxi, Mississippi, on the Gulfport VORTAC 094° Radial, 12 NM Lat 30°23'N/Long 88°51'W, nightly 8:00 P.M. until 4:00 A.M. Laser light beam is not expected to elevate above the horizon from a 70 foot high platform. Laser light beam may be injurious to eyes if viewed within 1 nautical mile laterally of the light source. Cockpit illumination—flash blindness may occur beyond these distances.

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### Robinsonville, Mississippi

Laser light activity will be conducted at the Grand Casino, Robinsonville, MS, N34°52'22"/W90°17'40" MEM VOR 243R/18.3 NM, from 0000 to 0700 UTC daily. Laser light beams may be injurious to eyes within 300 feet vertically and 21,000 feet laterally. Flash blindness or cockpit illumination may occur beyond these distances.

### Vicksburg, Mississippi

A permanent Laser Light Demonstration will be conducted at Harrah's Casino Hotel, Vicksburg, MS, (JAN VORTAC 255° Radial, 38 Nautical Miles, Latitude 32°21'N, Longitude 90°53'W), nightly from sunset until 12:00 A.M. Laser Light beam may be injurious to eyes if viewed within 1000 feet vertically and/or 3000 feet laterally of the light source. Cockpit illumination—flash blindness may occur beyond these distances.

### DFW INTERNATIONAL AIRPORT LAND AND HOLD SHORT OPERATIONS

DFW is authorized to instruct aircraft to land on a runway and hold short of an intersecting taxiway while aircraft/vehicles simultaneously taxi across the runway at beyond the hold-short point for the following runway/taxiway combinations.

|     |     |            |             |
|-----|-----|------------|-------------|
| 18R | AND | TAXIWAY B  | 10,100 feet |
| 17C | AND | TAXIWAY B  | 10,460 feet |
| 35C | AND | TAXIWAY EJ | 9,050 feet  |
| 36L | AND | TAXIWAY Z  | 10,650 feet |

These procedures are governed by the following conditions and limitations:

- The tailwind on the hold short runway shall be calm (less than 3 knots).
- A statement that simultaneous landings and runway crossings are being conducted shall be included on the ATIS.
- LAHSO wet runway operations are authorized provided pilot reported braking action is not less than good, the runway is not classified as contaminated by the airport operator, and the hold short position lights are operational and "on".
- The weather conditions must be at or greater than ceiling 1,000 feet, and visibility 3 miles.
- Traffic information shall be exchanged and a readback shall be obtained from the landing aircraft with a LAHSO clearance. An acknowledgment shall be received from the crossing aircraft/vehicle.
- Operations beyond the hold short point except for runway crossings are not authorized during LAHSO.
- Hold short markings, taxiway identification signs, and in-pavement lights will be used to identify the hold-short points. The lighting system consists of six or seven in-pavement white lights, flashing/pulsing simultaneously, arranged in a line across the landing runway perpendicular to the runway centerline.

The safety and operation of an aircraft remain the responsibility of the pilot. A pilot must inform air traffic control if the full length of the runway or another runway is desired. The runway distance from the landing threshold to the hold short point will be provided to the pilot upon request.

- Vertical guidance required for LAHSO (Glideslope, VASI, PAPI).

### INTERSECTION DEPARTURES DURING PERIODS OF DARKNESS DALLAS-FORT WORTH INTERNATIONAL AIRPORT (DFW) DALLAS-FORTH WORTH, TEXAS

Dallas-Fort Worth Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into "position and hold" at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into "position and hold" during period of darkness, at the intersections listed below.

Runway 17R at Taxiway Yankee  
Runways 17R/C and 18R/L at Taxiway Zulu  
Runway 18L at Taxiway Yankee  
Runways 35L/C and 36L/R at Taxiway Alpha  
Runways 35L/C and 36L/R at Taxiway Bravo  
Runway 13L at Taxiway Papa  
Runway 31L at Taxiway "A5"

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower. When the provisions of this waiver are being exercised, the affected runways shall be used for departures only. Simultaneous taxi into position and hold are not authorized on the same runway. Intersection departures will continue to be utilized at other locations between sunset and sunrise. However, aircraft cannot be taxied into "position and hold" prior to takeoff clearance.

**SPECIAL NORTH ATLANTIC, CARIBBEAN AND  
PACIFIC AREA COMMUNICATIONS**

VHF air-to-air frequencies enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.

Frequencies have been designated as follows:

|                      |            |
|----------------------|------------|
| North Atlantic area: | 123.45 MHz |
| Caribbean area:      | 123.45 MHz |
| Pacific area:        | 123.45 MHz |

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**ALBUQUERQUE ARTCC  
VFR Services South of El Paso, Texas**

VFR radar advisory service and merging target service available to transponder equipped aircraft above 10,000 feet MSL from a point 75 miles south of El Paso, Texas, to the U.S./Mexican border.

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**HOUSTON ARTCC  
Secondary-Only Radar in the Vicinity of Lufkin, Texas**

The Air Traffic Control Beacon Interrogator-6 (ATCBI-6) located at the Angelina County Airport (LFK), Lufkin, Texas, is the only source of radar data within an approximate 50 NM radius of LFK. This is a secondary radar system; therefore radar services are available on transponder equipped aircraft only.

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**CAUTION-HIGH DENSITY STUDENT FLYING  
Little Rock AFB, AR**

High density student flying training in the vicinity of Little Rock AFB and on low level Slow Routes (SR) within Arkansas; 0600-0200 Mon-Fri, occasional weekend. Extensive use of All American Drop Zone, Little Rock VORTAC 332° radial 15.0 NM, and Blackjack Drop Zone, Little Rock VORTAC 009° radial 33.0 NM; 0600-0200, Mon-Fri, occasional weekend. Drop Zones are used for personnel and cargo, including IMC (AWDS) drops. For further information, contact Little Rock AFB, Base Operations, on 1-501-988-6125.

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**CAUTION-VERTICAL LIGHTS ON BUILDING  
Downtown Tulsa, Oklahoma**

Approximately ten miles southwest of Tulsa International Airport in the area of downtown Tulsa, four 4,000-watt xenon lights are mounted on each corner of the roof of a 40-story building. Illumination is vertical and hours of use are daily, dusk to midnight.

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**BAYOU SAUVAGE NATIONAL WILDLIFE REFUGE, LA**

Request aircraft remain at or above 2,000 ft in the vicinity of Bayou Sauvage National Wildlife Refuge bounded by Lake Pontchartrain to the Northwest and Northeast, Lake Borgue to the Southeast and New Orleans to the Southwest.

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**CAUTION-LARGE CONCENTRATION OF BATS  
San Antonio, Texas, Vicinity**

From April to October large concentration of bats are observed in the vicinity of Braken Cave located 5.5 miles east of SAT VORTAC. Most activity is observed around sunset and sunrise at altitudes up to 10,000 feet.

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### U.S. SPECIAL CUSTOMS REQUIREMENT

Air Commerce Regulations of the Treasury Department's Customs Service require all private aircraft arriving in the U.S. from a foreign place in the Western Hemisphere, (a) south of 33 degrees north latitude which cross into the U.S. over a point on the U.S./Mexican border between 97 and 120 degrees west longitude, or (b) south of 31 degrees north latitude which enter the U.S. via the Gulf of Mexico and Atlantic Coasts, to provide notice of intended arrival to the Customs Service at least one hour prior to crossing the U.S./Mexican border or the U.S. coastline. This notice may be provided by: (1) radio through an appropriate FAA Flight Service Station, (2) normal FAA flight plan notification procedures (a flight plan filed in Mexico does not meet this requirement due to unreliable relay of data), or (3) directly to the District Director of Customs or other Customs officer at place of first intended landing. Unless an exemption has been granted by Customs, private aircraft are required to make first landing in the U.S. at one of the following designated airports nearest to the point of border or coastline crossing:

Brownsville/South Padre Island International, Corpus Christi International, Del Rio International, El Paso International, Laredo International, Maverick County Memorial International, McAllen Miller International, Presidio-Lely International, Southwest Texas Regional, or William P. Hobby Airport in Texas; Calexico International, or Brown Field Municipal in California; Bisbee Douglas International, Nogales International, Tuscon International, or Yuma MCAS/Yuma International in Arizona; Las Cruces Intl in New Mexico; Lakefront or Louis Armstrong New Orleans Intl in Louisiana; Fort Lauderdale Executive, Fort Lauderdale-Hollywood International, Key West International, Miami International, Opa-Locka Executive Airport, Palm Beach International, St. Lucie County International, or Tampa International in Florida.

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### CAUTION-HIGH DENSITY AIR TRAFFIC AREA

Heavy helicopter and seaplane traffic exists over the Gulf of Mexico and adjacent onshore areas. Thousands of operations per month occur in this area in support of oil drilling and exploration.

Itinerant pilots traversing this area should familiarize themselves with offshore operating practices and frequencies through contact with the pertinent Flight Standards District Office (FSDO) or Flight Service Station.

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### MILITARY TRAINING ROUTES

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

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### CIVIL USE OF MILITARY FIELDS:

U.S. Army, Air Force, Navy and Coast Guard Fields are open to civil fliers only in emergency or with prior permission.

Army Installations, prior permission is required from the Commanding Officer of the installation.

For Air Force installations, prior permission should be requested at least 30 days prior to first intended landing from either Headquarters USAF (PRPOC) or the Commander of the installation concerned (who has authority to approve landing rights for certain categories of civil aircraft). For use of more than one Air Force installation, requests should be forwarded direct to Hq USAF (PRPOC), Washington, D.C. 20330.

Use of USAF installations must be specifically justified.

For Navy and Marine Corps installations prior permission should be requested at least 30 days prior to first intended landing. An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

Forms and further information may be obtained from the nearest U.S. Navy or Marine Corps aviation activity.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

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### AIRCRAFT LANDING RESTRICTIONS

Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base.

Landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization is obtained from the respective agency.

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**FEDERAL AVIATION REGULATION 91.713**

The provisions of FAR 91.713 will apply as follows:

Air traffic clearances to aircraft of Cuban registry not engaged in scheduled International Air Service in U.S. airspace will require that the flight plan be filed with appropriate authorities at least five days prior to the proposed departure time. Route changes while en route will normally not be authorized. The procedures set forth herein do not apply at this time to overflights by aircraft of Cuban registry engaged in scheduled International Air Service.

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**CONTROLLED FIRING**

Camden, Harrell Fld, AR

6E Camden 2 NM radius surface—005 avoidance advised Mon–Fri daylight hours.

El Dorado, South Arkansas Rgnl

ELD 021/024 2 NM radius surface—500 AGL avoidance advised Mon–Fri daylight hours.

Texarkana Rgnl Webb Fld, AR.

.25 NM radius TXK 223010 2000/blo Mon–Thu. 1900–0500Z†

.5 NM radius TXK 240014 1000/blo Mon–Sat SR–SS.

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**Camp Bullis Training Site  
Controlled Firing Area (CTA)  
Camp Bullis, TX**

1. CFA Description:

- a. Boundaries: Beginning at  
Lat. 29°41'10.07"N., Long. 98°31'41.40"W. to  
Lat. 29°40'25.05"N., Long. 98°33'57.40"W. to  
Lat. 29°39'20.22"N., Long. 98°34'44.18"W. to  
Lat. 29°38'03.77"N., Long. 98°34'13.26"W. to  
Lat. 29°37'53.94"N., Long. 98°33'46.90"W. to  
Lat. 29°38'36.77"N., Long. 98°31'55.13"W. to  
Lat. 29°39'48.07"N., Long. 98°31'06.07"W. to  
Point of beginning.

- b. Altitudes: Surface to 3,000 feet AGL.

c. Times of use: Approximately 70 times per year. Utilization will normally be 7 days per week, 0700–2300 local time. Give prior notice of all activities to the San Angelo Automated Flight Service Station (AFSS). Notify the AFSS when activities are terminated each day.

2. Activities:

- a. M203 40mm Grenade Launcher, HE/Target Practice Training (TPT) rounds, average use 50 times per year.

b. Heavy Demolitions Range, types of explosives will vary, but all are conventional (no nuclear, biological, or chemical), 20 times per year.

- c. Emergency destruction of illegal explosive devices will be unscheduled due to the nature of the event.

3. Using Agency: U.S. Army, Commander, Camp Bullis Training Site, Camp Bullis, TX

4. Effective date: The effective date is February 1, 2004. Biannual approval of the CFA is automatic upon receipt of a biannual status report from the Department of the Army Regional Representative containing a statement that the activities for which the area was established have not changed.

5. Conditions, Operating Limitations, and Safety Precautions:

a. Camp Bullis Training Site will maintain observers with direct communications to the Range Towers located in positions that allow for sufficient visual surveillance of the entire area.

- b. Firing will cease upon observation of low-flying aircraft.

- c. The ceiling shall be at least 1,000 feet above the maximum ordinate of projectiles and/or debris.

d. Visibility shall be sufficient to maintain visual surveillance of the entire CFA plus a distance of 5 statute miles beyond the CFA in all directions.

e. All user responsibilities, precautionary measures, and surveillance requirements listed in FAA Order 7400.2 shall be complied with.

- f. All activities will be contained within the designated impact area at Camp Bullis.

6. With the exception of the emergency destruction of unsafe explosive devices, the following information shall be filed with the San Angelo AFSS in sufficient time to permit a NOTAM to be transmitted at least 2 hours prior to scheduled operations:

- a. Location of the CFA.

- b. Time of use.

- c. Activity to be conducted.

- d. Maximum altitudes.

- e. User.

7. Any violation of the conditions, as outlined above, shall be the basis for the FAA to withdraw authorization of the CFA.

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## CONTROLLED FIRING AREA CAMP STANLEY, SAN ANTONIO, TEXAS

The Military has established a controlled firing area bordered by the following geographic coordinates: beginning at N29°40'37"/W98°37'53"; thence to N29°41'17"/W98°35'49"; to N29°43'51"/W98°35'50"; to N29°43'51"/W98°37'23"; to point of beginning. Operating SR-SS daily, SFC to 1,500 feet AGL (2,500 feet MSL). For further information contact San Angelo AFSS on 1-325-223-6041.

## CONTINUOUS POWER FACILITIES

In order to insure that a basic ATC system remains in operation despite an areawide or catastrophic commercial power failure, key equipment and certain airports have been designated to provide a network of facilities whose operational capability can be utilized independent of any commercial power supply.

In addition to those facilities comprising the basic ATC system, the following approach and lighting aids have been included in this program for a selected runway.

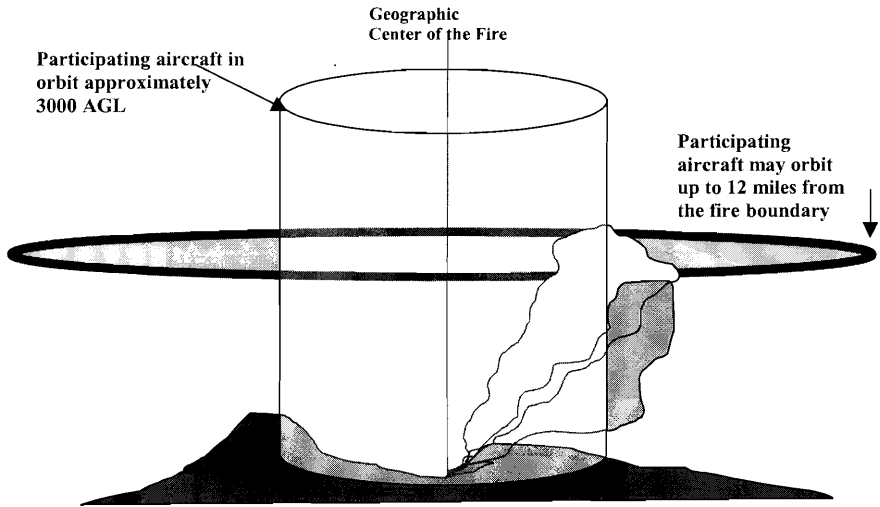
1. ILS (Localizer, Glide Slope, COMLO, Inner, Middle and Outer Markers)
2. Wind Measuring Capability
3. Approach Light System (ALS) or Short ALS (SALS)
4. Ceiling Measuring Capability
5. Touchdown Zone Lighting (TDZL)
6. Centerline Lighting (CL)
7. Runway Visual Range (RVR)
8. High Intensity Runway Lighting (HIRL)
9. Taxiway Lighting
10. Apron Light (Perimeter Only)

The following have been designated "Continuous Power Airports," and have independent back up capability for the equipment installed.

| Airport/Ident                     | Runway No. | Airport/Ident                  | Runway No. |
|-----------------------------------|------------|--------------------------------|------------|
| Albuquerque, NM (ABQ) .....       | 08         | Milwaukee, WI (MKE) .....      | 01L        |
| Anchorage, AK (ANC) .....         | 07R        | Minneapolis, MN (MSP) .....    | 30L        |
| Andrews AFB, MD (ADW) .....       | 01L        | Nashville, TN (BNA) .....      | 02L        |
| Atlanta, GA (ATL) .....           | 09R        | New Orleans, LA (MSY) .....    | 10         |
| Baltimore, MD (BWI) .....         | 10         | New York, NY (JFK) .....       | 04R        |
| Bismarck, ND (BIS) .....          | 31         | New York, NY (LGA) .....       | 22         |
| Boise, ID (BOI) .....             | 10R        | Newark, NJ (EWR) .....         | 04R        |
| Boston, MA (BOS) .....            | 04R        | Oklahoma City, OK (OKC) .....  | 35R        |
| Charlotte, NC (CLT) .....         | 36L        | Omaha, NE (OMA) .....          | 14R        |
| Chicago, IL (ORD) .....           | 14R        | Ontario, CA (ONT) .....        | 26L        |
| Cincinnati, OH (CVG) .....        | 36C        | Philadelphia, PA (PHL) .....   | 09R        |
| Cleveland, OH (CLE) .....         | 06R        | Phoenix, AZ (PHX) .....        | 08         |
| Dallas/Fort Worth, TX (DFW) ..... | 17C        | Pittsburgh, PA (PIT) .....     | 10L        |
| Denver, CO (DEN) .....            | 35R        | Reno, NV (RNO) .....           | 16R        |
| Des Moines, IA (DSM) .....        | 31         | Salt Lake City, UT (SLC) ..... | 34L        |
| Detroit, MI (DTW) .....           | 03R        | San Antonio, TX (SAT) .....    | 12R        |
| El Paso, TX (ELP) .....           | 22         | San Diego, CA (SAN) .....      | 09         |
| Fairbanks, AK (FAI) .....         | 01L        | San Francisco, CA (SFO) .....  | 28R        |
| Great Falls, MT (GTF) .....       | 03         | San Juan, PR (SJU) .....       | 08         |
| Honolulu, HI (HNL) .....          | 08L        | Seattle, WA (SEA) .....        | 16C        |
| Houston, TX (IAH) .....           | 26L        | St. Louis, MO (STL) .....      | 30R        |
| Indianapolis, IN (IND) .....      | 05L        | Tampa, FL (TPA) .....          | 36L        |
| Jacksonville, FL (JAX) .....      | 07         | Tulsa, OK (TUL) .....          | 36R        |
| Kansas City, MO (MCI) .....       | 19R        | Washington, DC (DCA) .....     | 01         |
| Los Angeles, CA (LAX) .....       | 24R        | Washington, DC (IAD) .....     | 01R        |
| Memphis, TN (MEM) .....           | 36L        | Wichita, KS (ICT) .....        | 01L        |
| Miami, FL (MIA) .....             | 08R        |                                |            |

**NOTE**—The existing CPA runway is listed. Pending and future changes at some locations will require a revised runway designation.

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**FIREFIGHTING TRAFFIC AREAS**

Pilots are advised to stay clear of Firefighting Traffic Areas. Remain 15 miles from the area of activity. If you must over-fly the area, do so at an altitude of 5000 feet AGL above. However, to remain safe and out of the way of working aircraft, it is best to circumnavigate the area.

The wild-land fire environment can be very complex and involve a large number and variety of aircraft types including fixed and rotary wing aircraft. Some of the aircraft are small single and multi-engine command and control platforms that can be especially difficult to see and may give the appearance that the fire is not staffed. The aircraft participating in firefighting can orbit as far out as 12 miles from the perimeter of the fire. Any intrusion by aircraft not directly involved in the firefighting operation could delay the delivery of much needed retardant or water to ground firefighters and will adversely affect the safety of participating aircraft. Please stay well away from wild-land fires even if you feel that aircraft are not working the fire; they may be en route or unseen.

If you see a fire developing along your route, report it immediately to air traffic control who will advise the US Forest Service. The firefighting community would welcome this information.

The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, World Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

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### **OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL**

The Federal Aviation Administration (FAA) has designated New York's Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93-1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the advisory circular is available on the FAA website at <http://www.faa.gov>. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e-CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll-free telephone number for accessing e-CVRS is 1-800-875-9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll-free areas may access e-CVRS by calling the toll number of 703-707-0568. The Internet web address for accessing the e-CVRS is <http://www.fly.faa.gov/ecvrs>. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904-4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high-density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904-4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

**NOTE:** Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and 4 p.m. through 6:59 p.m. local time, Monday through Friday and Sunday evenings, unless otherwise announced by NOTAM. Both IFR and VFR operations during those time periods must obtain an advance reservation through e-CVRS.

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## FSS TELEPHONE NUMBERS

**Flight Service Station (FSS)** facilities provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a network of large hub facilities and smaller remote facilities which are interconnected with the hubs.

**Selected remote FSS** facilities across the contiguous United States have variable part-time operating hours. Because of the interconnectivity between remote and hub facilities, all FSS services are available continuously using published telephone numbers and radio frequencies.

**Telephone Information Briefing Service (TIBS)** is the FSS service that provides continuous recordings of meteorological and/or aeronautical information including area and/or route briefings, airspace procedures and special announcements. A touch-tone telephone is required to fully utilize this service.

Further information can be found in the Aeronautical Information Manual (AIM).

### NATIONAL FSS TELEPHONE NUMBER

Pilot Weather Briefings ..... 1-800-WX-BRIEF (1-800-992-7433)

### OTHER FSS TELEPHONE NUMBERS (except in Alaska)

TIBS (see description above) ..... 1-800-4TIBS-WX (1-877-484-2799)

Clearance Delivery Only ..... 1-888-766-8267

Lifeguard Flights Only ..... 1-877-LIF-GRD3 (1-877-543-4733)

Flights within DC SFRA & FRZ \* ..... 1-866-225-7410

\* District of Columbia Special Flight Rules Area & Flight Restricted Zone

# **KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)**

**TAF KPIT 091730Z 091818 15005KT 5SM HZ.FEW020 WS010/31022KT**  
**FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA**  
**OVC008CB**  
**FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR**  
**FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC**

**METAR KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB**  
**18/16 A2992 RMK SLP045 T01820159**

| Forecast       | Explanation   | Report             |
|----------------|---|--------------------|
| <b>TAF</b>     | Message type: <u>TAF</u> -routine or <u>TAF AMD</u> -amended forecast, <u>METAR</u> -hourly, <u>SPECI</u> -special or <u>TESTM</u> -non-commissioned ASOS report  | <b>METAR</b>       |
| <b>KPIT</b>    | ICAO location indicator   | <b>KPIT</b>        |
| <b>091730Z</b> | Issuance time: ALL times in UTC " <u>Z</u> ", 2-digit date, 4-digit time  | <b>091955Z</b>     |
| <b>091818</b>  | Valid period: 2-digit date, 2-digit beginning, 2-digit ending times   |                    |
|                | In U.S. <b>METAR</b> : <u>COR</u> rected ob; or <u>AUTO</u> mated ob for automated report with no human intervention; omitted when observer logs on   | <b>COR</b>         |
| <b>15005KT</b> | Wind: 3 digit true-north direction, nearest 10 degrees (or <u>Var</u> ia <u>ble</u> ); next 2-3 digits for speed and unit, <u>KT</u> (KMH or MPS); as needed, <u>G</u> ust and maximum speed; 00000KT for calm; for <b>METAR</b> , if direction varies 60 degrees or more, <u>V</u> ariability appended, e.g. 180 <u>V</u> 260  | <b>22015G25KT</b>  |
| <b>5SM</b>     | Prevailing visibility: in U.S., <u>S</u> tatute <u>M</u> iles & fractions; above 6 miles in <b>TAF</b> <u>P</u> lus <u>6SM</u> . (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)  | <b>3/4SM</b>       |
|                | Runway Visual Range: <u>R</u> ; 2-digit runway designator <u>L</u> eft, <u>C</u> enter, or <u>R</u> ight as needed; <u>'</u> / <u>'</u> ; <u>M</u> inus or <u>P</u> lus in U.S., 4-digit value, <u>F</u> ee <u>T</u> in U.S., (usually meters elsewhere); 4-digit value <u>V</u> ariability 4-digit value (and tendency <u>D</u> own, <u>U</u> p or <u>N</u> o change)  | <b>R28L/2600FT</b> |
| <b>HZ</b>      | Significant present, forecast and recent weather: see table (on back)   | <b>TSRA</b>        |
| <b>FEW020</b>  | Cloud amount, height and type: <u>S</u> Ky <u>C</u> lear 0/8, <u>F</u> EW >0/8-2/8, <u>S</u> CaTtered 3/8-4/8, <u>B</u> roKeN 5/8-7/8, <u>O</u> VerCast 8/8; 3-digit height in hundreds of ft; <u>T</u> owering <u>C</u> umulus or <u>C</u> umuloni <u>m</u> Bus in <b>METAR</b> ; in <b>TAF</b> , only <u>C</u> B. <u>V</u> ertical Visibility for obscured sky and height "VV004". More than 1 layer may be reported or forecast. In automated <b>METAR</b> reports only, <u>C</u> lea <u>R</u> for "clear below 12,000 feet" | <b>OVC010CB</b>    |
|                | Temperature: degrees Celsius; first 2 digits, temperature <u>'</u> / <u>'</u> last 2 digits, dew-point temperature; <u>M</u> inus for below zero, e.g., M06   | <b>18/16</b>       |
|                | Altimeter setting: indicator and 4 digits; in U.S., <u>A</u> -inches and hundredths; ( <u>Q</u> -hectoPascals, e.g., Q1013)   | <b>A2992</b>       |

# KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

| Forecast             | Explanation  | Report  |
|----------------------|--|---|
| <b>WS010/31022KT</b> | In U.S. <b>TAF</b> , non-convective low-level ( $\leq 2,000$ ft) <u>Wind Shear</u> ; 3-digit height (hundreds of ft); <u>"Z"</u> ; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, <u>KT</u> | <b>RMK</b><br><b>SLP045</b><br><b>T01820159</b> |
| <b>FM1930</b>        | In <b>METAR</b> , <u>ReMark</u> indicator & remarks. For example: <u>Sea-Level Pressure</u> in hectoPascals & tenths, as shown: 1004.5 hPa; <u>Temp/dew-point</u> in tenths °C, as shown: temp. 18.2°C, dew-point 15.9°C           |   |
| <b>TEMPO 2022</b>    | <u>From</u> and 2-digit hour and 2-digit minute <b>beginning</b> time: indicates significant change. Each FM starts on new line, indented 5 spaces.  |   |
| <b>PROB40 0407</b>   | <b>TEMPO</b> rary: changes expected for < 1 hour and in total, < half of 2-digit hour <b>beginning</b> and 2-digit hour <b>ending</b> time period  |   |
| <b>BECMG 1315</b>    | <b>PROB</b> ability and 2-digit percent (30 or 40): probable condition during 2-digit hour <b>beginning</b> and 2-digit hour <b>ending</b> time period   |   |
|                      | <b>BECOM</b> ing: change expected during 2-digit hour <b>beginning</b> and 2-digit hour <b>ending</b> time period  |   |

Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.

## QUALIFIER

### Intensity or Proximity

- Light "no sign" Moderate + Heavy

VC Vicinity: but not at aerodrome; in U.S. **METAR**, between 5 and 10SM of the point(s) of observation; in U.S. **TAF**, 5 to 10SM from center of runway complex (elsewhere within 8000m)

### Descriptor

|            |            |             |                 |
|------------|------------|-------------|-----------------|
| MI Shallow | BC Patches | PR Partial  | TS Thunderstorm |
| BL Blowing | SH Showers | DR Drifting | FZ Freezing     |

## WEATHER PHENOMENA

### Precipitation

|  |                |         |                            |
|--|----------------|---------|----------------------------|
| DZ Drizzle   | RA Rain        | SN Snow | SG Snow grains             |
| IC Ice crystals                                    | PL Ice pellets | GR Hail | GS Small hail/snow pellets |
| UP Unknown precipitation in automated observations |                |         |                            |

### Obscuration

|                          |                      |          |                    |
|--------------------------|----------------------|----------|--------------------|
| BR Mist ( $\geq 5/8$ SM) | FG Fog ( $< 5/8$ SM) | FU Smoke | VA Volcanic ash    |
| SA Sand                  | HZ Haze              | PY Spray | DU Widespread dust |

### Other

|                 |                        |              |                                     |
|-----------------|------------------------|--------------|-------------------------------------|
| SQ Squall       | SS Sandstorm           | DS Duststorm | PO Well developed dust/sand whirles |
| FC Funnel cloud | +FC tornado/waterspout |              |                                     |

- Explanations in parentheses "( )" indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS **TAFs** exclude turbulence, icing & temperature forecasts; NWS **METARs** exclude trend fcsts
- Although not used in US, Ceiling And Visibility OK replaces visibility, weather and clouds if: visibility  $\geq 10$  km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.

UNITED STATES DEPARTMENT OF COMMERCE

NOAA/PA 96052

National Oceanic and Atmospheric Administration—National Weather Service

# FAA AND NWS

## KEY AIR TRAFFIC FACILITIES

### Air Traffic Control System Command Center

Main Number.....703-904-4400

#### RGNL AIR TRAFFIC DIVISIONS

| REGION             | TELEPHONE    |
|--------------------|--------------|
| Alaskan            | 907-271-5464 |
| Central            | 816-329-2500 |
| Eastern            | 718-553-4502 |
| Great Lakes        | 847-294-7202 |
| New England        | 781-238-7500 |
| Northwest Mountain | 425-227-2500 |
| Southern           | 404-305-5500 |
| Southwest          | 817-222-5500 |
| Western Pacific    | 310-725-6500 |

#### AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

| ARTCC<br>NAME  | *24 HR RGNL<br>DUTY OFFICE<br>TELEPHONE # | BUSINESS<br>HOURS   | BUSINESS<br>TELEPHONE # |
|----------------|---|---------------------|-------------------------|
| Albuquerque    | 817-222-5006                              | 7:30 a.m.-4:00 p.m. | 505-856-4300            |
| Anchorage      | 907-271-5936                              | 7:30 a.m.-4:00 p.m. | 907-269-1137            |
| Atlanta        | 404-305-5180                              | 7:30 a.m.-5:00 p.m. | 770-210-7601            |
| Boston         | 617-238-7001                              | 7:30 a.m.-4:00 p.m. | 603-879-6633            |
| Chicago        | 847-294-8400                              | 8:00 a.m.-4:00 p.m. | 630-906-8221            |
| Cleveland      | 847-294-8400                              | 8:00 a.m.-4:00 p.m. | 440-774-0310            |
| Denver         | 425-227-1389                              | 7:30 a.m.-4:00 p.m. | 303-651-4100            |
| Ft. Worth      | 817-222-5006                              | 7:30 a.m.-4:00 p.m. | 817-858-7503            |
| Houston        | 817-222-5006                              | 7:30 a.m.-4:00 p.m. | 281-230-5300            |
| Indianapolis   | 847-294-8400                              | 8:00 a.m.-4:00 p.m. | 317-247-2231            |
| Jacksonville   | 404-305-5180                              | 8:00 a.m.-4:30 p.m. | 904-549-1501            |
| Kansas City    | 816-329-3000                              | 7:30 a.m.-4:00 p.m. | 913-254-8500            |
| Los Angeles    | 661-265-8200                              | 7:30 a.m.-4:00 p.m. | 661-265-8200            |
| Memphis        | 404-305-5180                              | 7:30 a.m.-4:00 p.m. | 901-368-8103            |
| Miami          | 404-305-5180                              | 7:00 a.m.-3:30 p.m. | 305-716-1500            |
| Minneapolis    | 847-294-8400                              | 8:00 a.m.-4:00 p.m. | 651-463-5580            |
| New York       | 718-995-5426                              | 8:00 a.m.-4:40 p.m. | 516-468-1001            |
| Oakland        | 310-725-3300                              | 6:30 a.m.-3:00 p.m. | 510-745-3331            |
| Salt Lake City | 425-227-1389                              | 7:30 a.m.-4:00 p.m. | 801-320-2500            |
| Seattle        | 425-227-1389                              | 7:30 a.m.-4:00 p.m. | 253-351-3500            |
| Washington     | 718-995-5426                              | 8:00 a.m.-4:30 p.m. | 703-771-3401            |

#### MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONS)

| TRACON<br>NAME   | *24 HR RGNL<br>DUTY OFFICE<br>TELEPHONE # | BUSINESS<br>HOURS   | BUSINESS<br>TELEPHONE # |
|------------------|---|---------------------|-------------------------|
| Atlanta          | 404-305-5180                              | 7:00 a.m.-3:30 p.m. | 404-669-1200            |
| Chicago          | 847-294-8400                              | 8:00 a.m.-4:00 p.m. | 847-608-5509            |
| Dallas/Ft. Worth | 817-222-5006                              | 7:30 a.m.-4:00 p.m. | 972-615-2500            |
| Denver           | 425-227-1389                              | 7:30 a.m.-4:00 p.m. | 303-342-1500            |
| Houston          | 817-222-5006                              | 7:30 a.m.-4:00 p.m. | 281-230-8400            |
| New York         | 718-995-5426                              | 8:00 a.m.-4:30 p.m. | 516-683-2901            |
| Northern CA      | 310-725-3300                              | 7:00 a.m.-3:30 p.m. | 916-366-4001            |
| Southern CA      | 310-725-3300                              | 7:30 a.m.-4:00 p.m. | 858-537-5800            |

\*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

# **KEY AIR TRAFFIC FACILITIES** **DAILY NAS REPORTABLE AIRPORTS**

| <b>AIRPORT<br/>NAME</b>                            | <b>*24 HR RGNL<br/>DUTY OFFICE<br/>TELEPHONE #</b> | <b>BUSINESS<br/>HOURS</b> | <b>BUSINESS<br/>TELEPHONE #</b> |
|--|--|---------------------------|---------------------------------|
| Albuquerque Intl Sunport, NM                       | 817-222-5006                                       | 8:00 a.m.-5:00 p.m.       | 505-842-4366                    |
| Andrews AFB, MD                                    | 718-995-5426                                       | 8:00 a.m.-4:30 p.m.       | 301-735-2380                    |
| Baltimore/Washington<br>Intl Thurgood Marshall, MD | 718-995-5426                                       | 8:00 a.m.-4:30 p.m.       | 410-962-3555                    |
| Boston Logan Intl, MA                              | 781-238-7001                                       | 7:30 a.m.-4:00 p.m.       | 617-455-3100                    |
| Bradley Intl, CT                                   | 617-238-7001                                       | 7:30 a.m.-4:00 p.m.       | 203-627-3428                    |
| Burbank/Bob Hope, CA                               | 310-725-3300                                       | 7:00 a.m.-5:30 p.m.       | 818-567-4806                    |
| Charlotte Douglas Intl, NC                         | 404-305-5180                                       | 8:00 a.m.-4:30 p.m.       | 704-344-6487                    |
| Chicago Midway, IL                                 | 847-294-8400                                       | 8:00 a.m.-4:00 p.m.       | 773-884-3670                    |
| Chicago O'Hare Intl, IL                            | 847-294-8400                                       | 8:00 a.m.-4:00 p.m.       | 773-601-7600                    |
| Cleveland Hopkins Intl, OH                         | 847-294-8400                                       | 8:00 a.m.-4:00 p.m.       | 216-898-2020                    |
| Covington/Cincinnati, OH                           | 708-294-7401                                       | 8:00 a.m.-4:30 p.m.       | 606-767-1006                    |
| Dallas/Ft. Worth Intl, TX                          | 817-222-5006                                       | 8:30 a.m.-5:00 p.m.       | 972-615-2531                    |
| Dayton Cox Intl, OH                                | 847-294-8400                                       | 7:30 a.m.-4:00 p.m.       | 937-454-7300                    |
| Denver Intl, CO                                    | 425-227-1389                                       | 7:30 a.m.-4:00 p.m.       | 303-342-1600                    |
| Detroit Metro, MI                                  | 847-294-8400                                       | 8:00 a.m.-4:00 p.m.       | 734-955-5000                    |
| Fairbanks Intl, AK                                 | 907-271-5936                                       | 7:30 a.m.-4:00 p.m.       | 907-474-0050                    |
| Fort Lauderdale Intl, FL                           | 404-305-5180                                       | 7:00 a.m.-3:30 p.m.       | 305-356-7932                    |
| George Bush<br>Intercontinental/Houston, TX        | 817-222-5006                                       | 7:30 a.m.-4:00 p.m.       | 713-230-8400                    |
| Hartsfield-Jackson Atlanta Intl, GA                | 404-305-5180                                       | 7:00 a.m.-3:30 p.m.       | 404-669-1200                    |
| Honolulu Intl, HI                                  | 310-643-3200                                       | 7:30 a.m.-4:00 p.m.       | 808-840-6100                    |
| Houston Hobby, TX                                  | 817-222-5006                                       | 8:00 a.m.-5:00 p.m.       | 713-847-1400                    |
| Indianapolis Intl, IN                              | 847-294-8400                                       | 8:00 a.m.-4:00 p.m.       | 317-484-6600                    |
| Kahului/Maui, HI                                   | 310-643-3200                                       | 7:30 a.m.-4:00 p.m.       | 808-877-0725                    |
| Kansas City Intl, MO                               | 816-329-3000                                       | 7:30 a.m.-4:00 p.m.       | 816-329-2700                    |
| Las Vegas McCarran, NV                             | 310-725-3300                                       | 7:30 a.m.-4:00 p.m.       | 702-262-5978                    |
| Los Angeles Intl, CA                               | 310-725-3300                                       | 7:00 a.m.-3:30 p.m.       | 310-342-4900                    |
| Louis Armstrong New Orleans Intl, LA               | 817-222-5006                                       | 7:00 a.m.-4:30 p.m.       | 504-471-4300                    |
| Memphis Intl, TN                                   | 404-305-5180                                       | 7:30 a.m.-4:00 p.m.       | 901-322-3350                    |
| Miami Intl, FL                                     | 404-305-5180                                       | 7:00 a.m.-4:00 p.m.       | 305-869-5400                    |
| Minneapolis/St. Paul, MN                           | 847-294-8400                                       | 8:00 a.m.-4:00p.m.        | 612-713-4000                    |
| Nashville Intl, TN                                 | 404-305-5180                                       | 7:00 a.m.-3:30 p.m.       | 615-781-5460                    |
| New York Kennedy Intl, NY                          | 718-995-5426                                       | 8:00 a.m.-4:30 p.m.       | 718-656-0335                    |
| New York La Guardia, NY                            | 718-995-5426                                       | 8:00 a.m.-4:30 p.m.       | 718-335-5461                    |
| Newark Liberty Intl, NJ                            | 718-995-5426                                       | 8:00 a.m.-4:30 p.m.       | 973-645-3103                    |
| Norman Y. Mineta San Jose Intl, CA                 | 310-643-3200                                       | 7:30 a.m.-4:00 p.m.       | 408-982-0750                    |
| Ontario Intl, CA                                   | 310-643-3200                                       | 7:30 a.m.-4:00 p.m.       | 909-983-7518                    |
| Orlando Intl, FL                                   | 404-305-5180                                       | 7:30 a.m.-5:00 p.m.       | 407-850-7000                    |
| Philadelphia Intl, PA                              | 718-995-5426                                       | 8:00 a.m.-4:30 p.m.       | 215-492-4100                    |
| Phoenix Sky Harbor Intl, AZ                        | 310-643-3200                                       | 7:30 a.m.-4:00 p.m.       | 602-379-4226                    |
| Pittsburgh Intl, PA                                | 718-995-5426                                       | 8:00 a.m.-4:30 p.m.       | 412-269-9237                    |
| Portland Intl, OR                                  | 425-227-1389                                       | 7:30 a.m.-4:00 p.m.       | 503-493-7500                    |
| Raleigh-Durham, NC                                 | 404-305-5180                                       | 8:00 a.m.-4:30 p.m.       | 919-840-5544                    |
| Ronald Reagan Washington<br>National, DC           | 718-995-5426                                       | 8:00 a.m.-4:30 p.m.       | 703-413-1535                    |
| Salt Lake City, UT                                 | 425-227-1389                                       | 7:30 a.m.-4:00 p.m.       | 801-325-9600                    |
| San Antonio Intl, TX                               | 817-222-5006                                       | 8:00 a.m.-4:30 p.m.       | 210-805-5507                    |
| San Diego Lindbergh Intl, CA                       | 310-725-3300                                       | 8:00 a.m.-4:30 p.m.       | 619-299-0677                    |
| San Francisco Intl, CA                             | 310-643-3200                                       | 7:00 a.m.-3:30 p.m.       | 650-876-2883                    |
| San Juan Intl, PR                                  | 404-305-5180                                       | 7:30 a.m.-5:00 p.m.       | 809-253-8663                    |
| Seattle-Tacoma Intl, WA                            | 425-227-1389                                       | 7:30 a.m.-4:00 p.m.       | 206-768-2900                    |
| St. Louis Lambert, MO                              | 816-329-3000                                       | 7:30 a.m.-4:00 p.m.       | 314-890-1000                    |
| Tampa Intl, FL                                     | 404-305-5180                                       | 7:30 a.m.-4:00 p.m.       | 813-371-7700                    |
| Ted Stevens Anchorage Intl, AK                     | 907-271-5936                                       | 7:30 a.m.-4:00 p.m.       | 907-271-2700                    |
| Teterboro, NJ                                      | 718-995-5426                                       | 8:00 a.m.-4:30 p.m.       | 201-288-1889                    |
| Washington Dulles Intl, DC                         | 718-995-5426                                       | 8:00 a.m.-4:30 p.m.       | 703-661-6031                    |
| West Palm Beach, FL                                | 404-305-5180                                       | 8:00 a.m.-4:30 p.m.       | 407-683-1867                    |
| Westchester Co, NY                                 | 718-995-5426                                       | 8:00 a.m.-4:30 p.m.       | 914-948-6520                    |

\*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.



Air Route Traffic Control Center frequencies and their remotest transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel) spacing is required.

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|                            |                              |   |
|----------------------------|------------------------------|---|
| <b>®ALBUQUERQUE CENTER</b> | <b>134.6</b> 132.8           | <b>H-4-5-6-7, L-5-6-7-8-10-15-17-19</b> |
| <b>Amarillo Nr 1</b>       | 127.85                       | <b>(KZAB)</b>                           |
| <b>Amarillo Nr 2</b>       | <b>134.75</b>                |   |
| <b>El Paso A</b>           | 135.875 <b>134.175</b>       |   |
| <b>El Paso B</b>           | 128.2 <b>125.525</b>         |   |
| <b>Fort Stockton</b>       | 135.875 <b>132.2 120.975</b> |   |
| <b>Mount Dora</b>          | <b>133.05</b> 127.852        |   |

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|---------------------------|---|-----------------------------------|
| <b>®FORT WORTH CENTER</b> | 134.4                                     | <b>H-6, L-6-15-17-18-19-21-22</b> |
| <b>Abilene</b>            | <b>134.25</b> 127.45                      | <b>(KZFW)</b>                     |
| <b>Ardmore</b>            | <b>132.975</b> 128.1                      |                                   |
| <b>Big Spring</b>         | 133.7                                     |                                   |
| <b>Blue Ridge A</b>       | 124.875                                   |                                   |
| <b>Blue Ridge B</b>       | 127.6                                     |                                   |
| <b>Brownwood</b>          | 127.45                                    |                                   |
| <b>Clinton-Sherman</b>    | <b>132.45</b> 128.4 126.3                 |                                   |
| <b>Cumby</b>              | 132.85 132.02 <b>126.575</b>              |                                   |
| <b>Dublin</b>             | <b>128.325</b>                            |                                   |
| <b>Dublin A</b>           | 135.375                                   |                                   |
| <b>Dublin B</b>           | 127.15                                    |                                   |
| <b>El Dorado</b>          | 128.2                                     |                                   |
| <b>Frankston</b>          | 135.25 <b>134.025</b>                     |                                   |
| <b>Gainsville</b>         | 126.775 124.75                            |                                   |
| <b>Keller</b>             | 135.275 134.15 133.25                     |                                   |
| <b>Lubbock</b>            | 132.6 126.45 <b>120.775</b>               |                                   |
| <b>Marshall</b>           | 135.1 <b>128.125</b>                      |                                   |
| <b>McAlester</b>          | <b>135.45</b> 132.2                       |                                   |
| <b>Midland A</b>          | 133.1 <b>132.075</b>                      |                                   |
| <b>Mineral Wells</b>      | 127.0 120.35                              |                                   |
| <b>Monroe</b>             | 126.325                                   |                                   |
| <b>Oklahoma City</b>      | 133.9 <b>132.45</b>                       |                                   |
| <b>Paducah</b>            | <b>134.55</b> 133.5 126.45 <b>120.775</b> |                                   |
| <b>Paris</b>              | 124.875                                   |                                   |
| <b>Plainview</b>          | 126.45                                    |                                   |
| <b>San Angelo</b>         | 126.15 <b>120.275</b>                     |                                   |
| <b>Scurry</b>             | <b>135.75</b> 126.725                     |                                   |
| <b>Shreveport</b>         | <b>133.875 132.275</b> 126.325            |                                   |
| <b>Snyder</b>             | 132.6                                     |                                   |
| <b>Texarkana</b>          | <b>134.475 126.575</b> 123.925            |                                   |
| <b>Tyler</b>              | 135.25 <b>134.025</b>                     |                                   |
| <b>Waco</b>               | 133.3                                     |                                   |
| <b>Wichita Falls Nr1</b>  | <b>132.925 124.525</b>                    |                                   |
| <b>Wichita Falls Nr2</b>  | <b>133.5 127.95</b>                       |                                   |

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| <b>® HOUSTON CENTER – 134.35</b>   | <b>H-6-7-8-9, L-17-18-19-20-21-22</b> |
| Arr-Dep US – <b>135.77</b> 134.95 <b>133.75</b> 133.4 <b>132.65</b> <b>132.4</b> 128.3 127.8 125.75 120.35 | (KZHU)                                |
| Alexandria – <b>132.7</b> 127.85 120.975   |                                       |
| Austin – <b>132.725</b> 125.65   |                                       |
| Beaumont – 133.8 126.95  |                                       |
| Cameron County – <b>132.65</b> 132.65  |                                       |
| College Station – <b>135.325</b> 134.8 134.5 125.15 120.4  |                                       |
| Fredericksburg – 134.2 <b>132.725</b>  |                                       |
| Galveston – 133.8  |                                       |
| Galveston A – 133.4  |                                       |
| Grand Isle – 134.9 <b>132.175</b>  |                                       |
| Hattiesburg – 126.8 <b>119.725</b>   |                                       |
| Houma – <b>132.65</b> 132.65   |                                       |
| Intracoastal City – 120.35   |                                       |
| Kerrville – 134.95   |                                       |
| Kingsville – <b>133.75</b> 128.15  |                                       |
| Lacombe – 126.875  |                                       |
| Lafayette – <b>133.65</b> 126.35   |                                       |
| Lake Charles – <b>132.95</b> 124.7   |                                       |
| Laredo – 128.6 127.8 <b>126.75</b>   |                                       |
| Lometa – 132.35  |                                       |
| Lufkin – 134.8 <b>133.575</b> <b>132.775</b> 126.95 125.17   |                                       |
| McComb – 126.8   |                                       |
| Mobile – 132.6 <b>125.775</b>  |                                       |
| Natchez – 120.97   |                                       |
| Newton – 134.8 126.95  |                                       |
| New Orleans – 126.35 127.0   |                                       |
| Palacios – 132.15 128.6  |                                       |
| Rockport – <b>135.47</b> 134.6 128.15  |                                       |
| Rocksprings – <b>132.4</b> 125.75  |                                       |
| San Antonio – 134.95 132.8 <b>125.25</b>   |                                       |
| San Antonio A – 134.6 <b>126.425</b> 120.6   |                                       |
| Sealy – 132.15 <b>126.425</b> 119.175  |                                       |
| Uvalde – 134.95 126.1  |                                       |
| Vermillion – 120.35  |                                       |
| Victoria – 135.05  |                                       |

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|                                       |                                  |
|---------------------------------------|----------------------------------|
| <b>® KANSAS CITY CENTER – 132.325</b> | <b>H-5-6, L-10-15-16-27, A-2</b> |
| Chanute – 132.9                       | (KZKC)                           |
| Gage – 126.95                         |                                  |
| Liberal – <b>134.675</b> 134.0        |                                  |
| Oklahoma City – 128.3                 |                                  |
| Ponca City – 127.8                    |                                  |
| Tulsa – <b>125.825</b> 128.8          |                                  |

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|--|--|
| <b>® MEMPHIS CENTER – 127.975 124.025</b>              | <b>H-5-6-9, L-15-16-17-18-22-25-26</b> |
| Brinkley – 135.3 <b>124.025</b> 126.85                 | (KZME)                                 |
| Columbus – <b>134.775</b> <b>133.125</b> 127.1         |  |
| Fayetteville – <b>132.55</b> 126.1                     |  |
| Fort Smith – 126.1                                     |  |
| Greenville – 135.875 <b>133.075</b> <b>124.925</b>     |  |
| Greenwood – 132.5 <b>127.425</b>                       |  |
| Harrison – 126.85                                      |  |
| Hot Springs – 128.475                                  |  |
| Jackson – 132.5  |  |
| Louisville – 132.75                                    |  |
| McKellar – 134.65 127.975 <b>126.45</b> 124.35         |  |
| Meridian – <b>128.275</b> 125.975                      |  |
| Pine Bluff – 135.875 <b>132.425</b> <b>125.475</b>     |  |
| Russellville – 128.475                                 |  |
| Tupelo – <b>135.9</b> 135.9 134.4 128.5 <b>127.375</b> |  |
| Walnut Ridge – <b>132.375</b> 120.075                  |  |

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VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. Frequencies in bold type are available all altitudes but recommended for use FL180 and above. "T" indicates transmit only and "R" indicates receive only. RCO's available at NAVAID's are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

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**ALBUQUERQUE AFSS 122.55**

EL PASO RCO **122.4** 122.55  
 FORT STOCKTON VORTAC 116.9T 122.1R  
 GUADALUPE PASS RCO 122.35  
 MARFA VOR/DME 115.9T 122.1R

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**DE RIDDER AFSS**

BATON ROUGE RCO 122.2  
 DE RIDDER RCO 122.2  
 DRISKILL MOUNTAIN RCO 122.35  
 ESLER RCO **122.55**  
 HOUMA RCO 122.45  
 LAFAYETTE RCO 122.35  
 LAKE CHARLES RCO **122.3**  
 LEEVILLE VORTAC 113.5T 122.1R  
 MANY RCO 122.15  
 MONROE RCO 122.25  
 NEW ORLEANS RCO **122.6**  
 PATTERSON RCO 122.5  
 SHREVEPORT RCO **122.6**  
 SOUTH TIMBALIER RCO 122.6  
 TIBBY VORTAC 112.0T 122.1R  
 VERMILION RCO 122.6

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**FORT WORTH AFSS 122.6**

ABILENE RCO **122.65**  
 AMARILLO RCO **122.65**  
 BRECKENRIDGE RCO 122.5  
 BROWNWOOD RCO 122.5  
 CHILDRESS RCO 122.45  
 DALHART RCO 122.2  
 DALLAS RCO 122.3  
 GREGG COUNTY RCO 122.2  
 JACKSBORO RCO 122.4  
 LUBBOCK RCO 122.55  
 MINERAL WELLS RCO 122.2  
 PARIS RCO 122.25  
 PLAINVIEW RCO 122.55  
 SHERMAN/DENISON RCO 122.3  
 SNYDER RCO 122.45  
 TYLER RCO 122.3  
 WACO RCO **122.15**  
 WICHITA FALLS RCO 122.65

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**GREENWOOD AFSS**

BIGBEE RCO 123.65  
 EATON VORTAC 110.6T 122.1R  
 GREENVILLE VOR/DME 110.2T 122.1R  
 GREENWOOD RCO 122.2 **122.55**  
 GULFPORT VOR/DME 109.0T 122.1R  
 HOLLY SPRINGS VORTAC 112.4T 122.1R 122.3  
 JACKSON VORTAC 112.6T 122.1R 122.2 122.65  
 KEWANEE VORTAC 113.8T 122.1R  
 LAUREL RCO 122.3  
 MC COMB RCO 122.2 122.4  
 MC COMB VORTAC 116.7T 122.1R 122.2 122.4  
 MERIDIAN VORTAC 117.0T 122.1R 122.2 122.6  
 NATCHEZ VOR/DME 110.0T 122.1R  
 PICAYUNE VOR/DME 112.2T 122.1R  
 SIDON VORTAC 114.7T 122.1R  
 TUPELO RCO 122.5

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**JONESBORO AFSS** 122.2 122.3

BATESVILLE RCO 122.25  
EL DORADO RCO 122.65  
FAYETTEVILLE RCO 122.3  
FAYETTEVILLE (SPRINGDALE) RCO 122.55  
FLIPPIN RCO 122.35  
FORT SMITH RCO 122.2  
HARRISON RCO 122.45  
HOT SPRINGS VOR/DME 110.0T 122.1R  
JONESBORO RCO 122.2 122.3 123.6  
LITTLE ROCK RCO **122.55**  
MONTICELLO VOR/DME 111.6T 122.1R  
PINE BLUFF RCO 122.6  
SOCIAL HILL RCO 122.075  
TEXARKANA RCO **122.45**  
WALNUT RIDGE VORTAC 114.5T 122.1R

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**MC ALESTER AFSS**

ADA RCO **122.45**  
ARDMORE RCO **122.55**  
BARTLESVILLE RCO 123.6  
GAGE RCO **122.55**  
HOBART RCO 122.2  
MC ALESTER RCO **122.65** 123.6  
MUSKOGEE RCO 122.5  
NORMAN RCO **122.15**  
PONCA CITY RCO **122.25**  
RICH MOUNTAIN RCO 122.6  
SAYRE VORTAC 115.2T 122.1R  
STILLWATER VOR/DME 108.4T 122.1R 122.3  
TULSA RCO 122.2 **123.65**  
WILEY POST RCO 122.4 **122.65**  
WOODRING RCO 122.6

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**MONTGOMERY COUNTY AFSS**

BEAUMONT RCO 122.2  
CENTER RCO 122.6  
COLLEGE STATION RCO 122.2 **122.65**  
EAST BREAKS RCO 122.5  
GALVESTON RCO **122.15** 122.2  
HIGH ISLAND RCO **122.35**  
HOBBY RCO **122.35**  
HOUSTON RCO **122.4**  
HUNTSVILLE RCO 122.3  
JASPER RCO **122.5**  
LUFKIN RCO 122.2  
MONTGOMERY COUNTY RCO 122.0 122.2  
PALACIOS RCO **122.25**  
VICTORIA RCO 122.2

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**SAN ANGELO AFSS**

ALICE RCO 122.6  
AUSTIN RCO 122.55  
BIG SPRING RCO 122.4  
BROWNSVILLE RCO 122.3  
CENTER POINT VORTAC 117.5T 122.1R  
CORPUS CHRISTI RCO **122.65**  
COTULLA RCO 122.2  
DEL RIO RCO 122.3  
EAGLE PASS RCO **122.3**  
HARLINGEN RCO **122.35**  
JUNCTION RCO 122.3  
LAMPASAS RCO 122.55  
LAREDO RCO 122.3  
MC ALLEN RCO 122.2  
MIDLAND RCO 122.6  
PECOS VOR/DME 111.8T 122.1R  
ROCKSPRINGS VORTAC 111.2T 122.1R  
SAN ANGELO RCO 122.25  
SAN ANTONIO RCO 122.2 122.3  
STONEWALL VORTAC 113.8T 122.1R  
TEMPLE VOR/DME 110.4T 122.1R  
THREE RIVERS VORTAC 111.4T 122.1R  
UVALDE RCO 123.65  
WINK RCO 122.05

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**FLIGHT STANDARDS DISTRICT OFFICES (FSDO)**

Below is a list of FSDO's in the area of coverage of this directory. These offices serve the aviation industry and the general public on matters relating to certification and operation of general aviation aircraft. Address letters to Manager, Flight Standards District Office—Federal Aviation Administration.

**ARKANSAS**

1701 Bond Street  
Little Rock, AR 72202  
Telephone: 501-918-4400  
1-800-632-9566 (AR only)

**LOUISIANA**

9191 Plank Road  
Baton Rouge, LA 70811  
Telephone: 225-358-6800  
1-800-821-1960

**MISSISSIPPI**

100 W. Cross Street, Suite C  
Jackson-Evers Intl Airport  
Jackson, MS 39208  
Telephone: 601-664-9800

**OKLAHOMA**

The Parkway Building  
1300 S. Meridian, Suite 601  
Oklahoma City, OK 73108  
Telephone: 405-951-4200

**TEXAS**

1431 Greenway Drive, Suite 1000  
Irving, TX 75038  
Telephone: 972-582-1800  
972-582-1872 (Fax)  
972-582-1862 (Fax)

14800 Trinity Blvd., Suite 200  
Fort Worth, TX 76155  
Telephone: 817-684-6700  
817-684-6757 (Fax)

Route 3, Box 51  
Lubbock, TX 79403-9712  
Telephone: 806-740-3800  
806-740-3809 (Fax)  
1-800-858-4115

10100 Reunion Place, Suite 200  
San Antonio, TX 78216-4128  
Telephone: 210-308-3300  
1-800-292-2023

2221 Alliance Blvd, Suite 400  
Fort Worth, TX 76177  
Telephone: 817-491-5000

13100 Space Center Blvd., Suite 5400  
Houston, TX 77059-3598  
Telephone: 281-212-9700  
888-285-2127 (Toll free)  
281-212-9759 (Fax)

# PREFERRED IFR ROUTES

A system of preferred routes has been established to guide pilots in planning their routes of flight to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of air traffic in the major terminal and enroute flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, enroute and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing single direction route segments. Also, on some high altitude routes low altitude airways are included as transition routes.

The following will explain the terms/abbreviations used in the listing:

1. Preferred routes beginning/ending with an airway number indicate that the airway essentially overlies the airport and flight are normally cleared directly on the airway.
2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).
3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.
4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.
5. Where more than one route is listed the routes have equal priority for use.
6. Official location identifiers are used in the route description for VOR/VORTAC nav aids.
7. Intersection names are spelled out.
8. Nav aid radial and distance fixes (e.g., ARD201113) have been used in the route description in an expediency and intersection names will be assigned as soon as routine processing can be accomplished. Nav aid radial (no distance stated) may be used to describe a route to intercept a specified airway (e.g., MIV MIV101 V39; another nav aid radial (e.g., UIM UIM255 GSW081); or an intersection (e.g., GSW081 FITCH).
9. Where two nav aids, an intersection and a nav aid, a nav aid and a nav aid radial and distance point, or any navigable combination of these route descriptions follow in succession, the route is direct.
10. The effective times for the routes are in UTC. During periods of daylight saving time effective times will be one hour earlier than indicated. All states observe daylight saving time except Arizona, Puerto Rico and the Virgin Islands. Pilots planning flight between the terminals or route segments listed should file for the appropriate preferred IFR route.
11. (90–170 incl) altitude flight level assignment in hundred of feet.
12. The notations “pressurized” and “unpressurized” for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.
13. High Altitude Preferred IFR Routes are in effect during the following time periods unless otherwise noted.  
Sun ..... 1300–2259 local time.  
Mon thru Fri ..... 0701–2259 local time.  
Sat ..... 0701–1459 local time.
14. Use current SIDs and STARs for flight planning.
15. For high altitude routes, the portion of the routes contained in brackets is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

## LOW ALTITUDE

| Terminals                                 | Route  | Effective Times (UTC)         |
|---|--|-------------------------------|
| <b>DALLAS/FORT WORTH AREA</b>             |  |                               |
| Atlanta (ATL) .....                       | TTT084 SOLD0 UIM V54 TXK V278 VUZ V417<br>MAYES V325 DALAS ATL ..... | 0000–2359                     |
| Chicago Midway (MDW) .....                | FUZ022 MLC206 MLC V63 UIN V586 PIA PIA056<br>MOTIF JOT .....         | 0000–2359                     |
| Chicago O’Hare (ORD) .....                | FUZ022 MLC206 MLC V63 UIN V586 PIA V262<br>BDF V10 PLANO .....       | 0000–2359                     |
| Houston Hobby (HOU) .....                 | V369 TNV .....   | 0000–2359                     |
| Memphis (MEM) .....                       | TTT084 SOLD0 UIM V54 TXK V16 UJM .....                               | 1200–1400<br>and<br>1800–0000 |
| New Orleans (MSO) .....                   | TTT084 SOLD0 UIM V114 VEILS .....                                    | 0000–2359                     |
| San Antonio (SAT) .....                   | ACT V358 STV .....   | 0000–2359                     |
| <b>HOUSTON METRO AREA</b>                 |  |                               |
| Dallas/Fort Worth Area (DFW) .....        | V477 CQY .....   | 0000–2359                     |
| From GEORGE BUSH<br>INTCNL/HOUSTON (IAH): |  |                               |
| New Orleans (MSO) .....                   | (below FL180) TRIOS V222 LCH V20 .....                               | 1100–0300                     |

| Terminals  | Route  | Effective Times (UTC) |
|--|--|-----------------------|
| From HOUSTON WILLIAM P HOBBY (HOU):<br>New Orleans (MSO) ..... | (below FL180) V198 TBD V552 .....  | 1100-0300             |
| <b>NEW ORLEANS METRO AREA</b>                                  |  |                       |
| Dallas/Fort Worth (DFW) .....                                  | RQR V566 AEX V114 GGG V94 CQY .....  | 0000-2359             |
| <b>TULSA (TUL)</b>   |  |                       |
| Indianapolis (IND) .....                                       | V14 SGF V190 PXV V11 .....   | 0000-2359             |
| Springfield (SPI) .....  | V14 SGF V63 UIN V50 .....  | 0000-2359             |
| Terre Haute (HUF) .....  | V14 SGF V190 PXV V7 .....  | 0000-2359             |
| <b>HIGH ALTITUDE</b>   |  |                       |
| Terminals  | Route  | Effective Times (UTC) |
| <b>BATON ROUGE METRO AREA</b>                                  |  |                       |
| Atlanta (ATL) .....  | GCV LGC-STAR .....   |                       |
|  | or   |                       |
|  | (RNAV only) GCV HONIE (RNAV)-STAR .....  |                       |
| Houston (HOU) .....  | (GPS or DME/DME-IRU equipped) SALVO LFT<br>ELAAN CLMBA COLUMBIA (RNAV)-STAR .....  |                       |
|  | or   |                       |
|  | (Non-advanced NAV only) SALVO LFT LCH<br>DAISETTA-STAR .....   |                       |
| Houston (IAH) .....  | (GPS OR DME/DEM-IRU EQUIPPED) SALVO LFT<br>GIRLY WOLDE WOLDE (RNAV)-STAR .....   |                       |
|  | or   |                       |
|  | (Non-advanced NAV only) SALVO LFT LCH<br>DAISETTA-STAR .....   |                       |
| <b>DALLAS/FORT WORTH METRO AREA</b>                            |  |                       |
| Baltimore (BWI) .....  | TXK J42 BKW J147 CSN OTT-STAR .....  |                       |
|  | or   |                       |
|  | (GPS or DME/DME-IRU equipped) TXK J42 BKW<br>J147 CSN RAVNN (RNAV)-STAR .....  |                       |
| Boca Raton (BCT) .....   | (GPS OR DME/DEM-IRU EQUIPPED) SWB MCB<br>J50 CEW J2 SZW PRRIE (RNAV) STAR .....  |                       |
|  | or   |                       |
|  | (GPS OR DME/DME-IRU EQUIPPED) SWB HRV<br>Q105 REDFN Q100 SRQ PRRIE (RNAV STAR)<br>TTT064 LIT235 LIT J131 PXV J29 JHW J82 ALB<br>GDM-STAR ..... |                       |
|  | or   |                       |
|  | SQS J52 ATL GRD J209 RDU J207 FKN J79<br>JFK060060 ORW PVD V151 INNDY .....  |                       |
| Charlotte (CLT) .....  | SQS J52 ATL UNARM-STAR .....   |                       |
|  | or   |                       |
|  | (Turbojets-GPS or DME/DME-IRU equipped) SQS<br>J52 ATL ADENA (RNAV)-STAR .....   |                       |
| Chicago Midway (MDW) .....                                     | FUZ J181 MAGOO MOTIF-STAR .....  |                       |
| Chicago O'Hare (ORD) .....                                     | FUZ J181 BDF BDF-STAR .....  | 1200-0400             |
| Cincinnati (CVG) .....   | (RNAV only) TXK J42 MEM J29 PXV SARGO<br>(RNAV)-STAR .....   |                       |
| Cleveland Metro Area (CLE) (CGF) (BLK)<br>(LNN) (LPR) .....    | PXV ABERZ-STAR .....   |                       |
| Denver (DEN) .....   | ADM ADM303 ROLLS J52 LAA QUAIL-STAR .....  |                       |
| Detroit Metro-Wayne (DTW) .....                                | LIT J131 PXV VHP FWA MIZAR-STAR .....  | 1200-0400             |
| Detroit Metro Area (PTK), (YIP), (ARB) .....                   | TXK J131 PXV VHP FWA CRUXX-STAR .....  |                       |
| (DET), (CYQG) .....  | TXK J131 PXV VHP FWA V96 VVV VVV051<br>POOFE .....   |                       |
| Fort Lauderdale (FLL) .....                                    | (DME/DME-IRU OR GPS) SWB HRV Q105 BLVNS<br>Q102 BAGGS JINGL (RNAV) STAR .....  |                       |
|  | or   |                       |
|  | (all others) SWB HRV Q105 BLVNS Q102 BAGGS<br>RSW FORTL-STAR .....   |                       |
| Houston (HOU) .....  | (Turbojets) JPOOL-DP ELLVR TEXNN-STAR .....  |                       |
|  | or   |                       |
|  | (Non-Turbojets) JPOOL-DP CLL BLUBL-STAR .....  |                       |
| Houston (IAH) .....  | JPOOL-DP BILEE RIICE-STAR .....  |                       |

| Terminals                            | Route   | Effective Times (UTC) |
|--------------------------------------|---|-----------------------|
| Kennedy (JFK) .....                  | SQS J52 ATL GRD J209 ORF J121 SIE<br>CAMRN-STAR .....   |                       |
| La Guardia (LGA) .....               | SQS J52 ATL AHN J208 HPW J191 PXT<br>KORRY-STAR .....   |                       |
| Louisville (LUV) .....               | TXK J42 BNA BNA037 BARRY EWO .....  |                       |
| Miami (MIA) .....                    | (all others) SWB HRV Q105 BLVNS Q102 CYY<br>CYY-STAR .....  |                       |
|                                      | or<br>(all others) SWB MCB J50 CEW J2 SZW J43 PIE<br>CYY-STAR .....   |                       |
|                                      | or<br>(DME/DME/IRU OR GPS TURBOJET) SWB MCB<br>J50 CEW J2 SZW SSCOT (RNAV)-STAR .....                                   |                       |
|                                      | or<br>(DME/DME/IRU OR GPS TURBOJET) SWB HRV<br>Q105 BLVNS Q102 BAGGS SSCOT<br>(RNAV)-STAR .....                         |                       |
| Newark (EWR) .....                   | TXK J42 GVE DYLIN-STAR .....  |                       |
|                                      | or<br>(GPS or DME/DME-IRU equipped) TXK J42 GVE<br>PHLBO (RNAV)-STAR .....  |                       |
| Philadelphia (PHL) .....             | TXK J42 OTT DQO-STAR .....  |                       |
| Phoenix (PHX) .....                  | ABI J4 SSO J50 TOTEC .....  | 0100-0500             |
| Pittsburgh (PIT) .....               | TXK J42 MEM J29 PAV HNN WISKE-STAR .....  |                       |
| San Francisco (SFO) .....            | TTT275 GTH119 GTH GTH288 TCC105 TCC J76<br>FTI J58 OAL MOD .....  |                       |
| San Jose (SJC) .....                 | TTT275 GTH119 GTH GTH288 TCC105 TCC J76<br>FTI J58 OAL HYP .....  |                       |
| West Palm Beach (PBI) .....          | SWB HRV Q105 REDFN Q100 SRQ WLACE<br>(RNAV)-STAR .....  |                       |
|                                      | or<br>SWB MCB J50 CEW J2 SZW WLACE<br>(RNAV)-STAR .....   |                       |
|                                      | or<br>(GPS or DME/DME-IRU equipped) SWB MCB J50<br>CEW J2 SZW WLACE (RNAV)-STAR .....                                   |                       |
|                                      | or<br>(GPS or DME/DME-IRU equipped) SWB HRV<br>Q105 REDFN Q100 SRQ WLACE (RNAV)-STAR ..                                 |                       |
| <b>GULFPORT</b>                      |   |                       |
| Houston (HOU) .....                  | (DME/DME-IRU or GPS-equipped) HRV<br>COLUMBIA (RNAV)-STAR .....   |                       |
| Houston (IAH) .....                  | (DME/DME-IRU or GPS-equipped) HRV WOLDE<br>(RNAV)-STAR .....  |                       |
| <b>HOUSTON METRO AREA (HOU, IAH)</b> |   |                       |
| Atlanta (ATL) .....                  | LAKE CHARLES-DP BTR GCV LGC-STAR .....  |                       |
|                                      | or<br>(RNAV only) LAKE CHARLES-DP BTR GCV HONIE<br>(RNAV)-STAR .....  |                       |
| Baltimore (BWI) .....                | (GPS or DME/DME-IRU equipped) GUSTI<br>(RNAV)-DP SJI J37 SPA J14 RIC OTT-STAR .....                                     |                       |
|                                      | or<br>(GPS or DME/DME-IRU equipped) GUSTI<br>(RNAV)-DP SJI J37 SPA J14 RIC RAVNN<br>(RNAV)-STAR .....                   |                       |
| Boca Raton (BCT) .....               | (GPS or DME/DME-IRU equipped) SABINE PASS<br>(RNAV)-DP LEV Q100 SRQ PRRIE (RNAV)-STAR ..                                |                       |
|                                      | or<br>(GPS or DME/DME-IRU equipped) SABINE PASS<br>(RNAV)-DP LEV Q102 BAGGS JINGL<br>(RNAV)-STAR .....                  |                       |
| Boston (BOS) .....                   | (GPS or DME/DME-IRU equipped) GUSTI<br>(RNAV)-DP SJI J37 MGM MGM048/138 GRD<br>J209 RDU J207 FKN J79 JFK ORW-STAR ..... |                       |
| Charlotte (CLT) .....                | LAKE CHARLES-DP BTR KALBE MEI J239 ATL<br>UNARM-STAR .....  | 1400-0100             |
|                                      | or  |                       |



| Terminals                   | Route   | Effective Times (UTC)         |
|-----------------------------|---|-------------------------------|
|                             | (Turbojets—GPS or DME/DME-IRU equipped)       |                               |
|                             | LAKE CHARLES—DP BTR KALBE MEI J239 ATL        |                               |
|                             | ADENA (RNAV)—STAR .....                       | 1400–0100                     |
| Chicago (ORD) .....         | LUFKIN—DP LIT J101 STL STL349 MAG00           |                               |
|                             | BDF—STAR .....                                | 0111–2024<br>and<br>2126–2359 |
|                             | or  |                               |
|                             | J33 FUZ J105 BDF—STAR.....                    | 2025–2125<br>and<br>0000–0110 |
|                             | or  |                               |
|                             | LUFKIN—DP LIT J180 FTZ BDF—STAR .....         |                               |
| Cincinnati (CVG).....       | (RNAV only) LUFKIN—DP LIT J131 PXV SARGO      |                               |
|                             | (RNAV)—STAR .....                             |                               |
|                             | or  |                               |
|                             | (all others) LUFKIN—DP LIT J131 PXV           |                               |
|                             | MOSEY—STAR .....                              |                               |
| Cleveland (CLE) .....       | LUFKIN—DP LIT J131 PXV JUDDI CVG              |                               |
|                             | ZABER—STAR .....                              |                               |
| Detroit—Wayne (DTW) .....   | LUFKIN—DP LIT J131 PXV VHP FWA MIZAR—STAR ..  |                               |
|                             | or  |                               |
|                             | ALAMO—DP LFK J101 LIT J131 PXV VHP FWA        |                               |
|                             | MIZAR—STAR .....                              |                               |
| Fort Lauderdale (FLL) ..... | (GPS or DME/DME-IRU equipped)                 |                               |
|                             | SABINE PASS (RNAV)—DP LEV Q102 BAGGS          |                               |
|                             | RSW FORTL—STAR .....                          |                               |
|                             | or  |                               |
|                             | (GPS or DME/DME-IRU equipped)                 |                               |
|                             | SABINE PASS (RNAV)—DP LEV Q102 BAGGS          |                               |
|                             | JINGL (RNAV)—STAR .....                       |                               |
| Kennedy (JFK) .....         | (GPS or DME/DME-IRU equipped) GUSTI           |                               |
|                             | (RNAV)—DP SJI J37 MGM MGM048138 GRD           |                               |
|                             | J209 ORF J121 SIE CAMRN—STAR .....            |                               |
| La Guardia (LGA) .....      | (GPS or DME/DME-IRU equipped) GUSTI           |                               |
|                             | (RNAV)—DP SJI J37 MGM AHN J208 HPW J191       |                               |
|                             | PXT KORRY—STAR.....                           |                               |
| Miami (MIA) .....           | (GPS or DME/DME-IRU equipped) SABINE PASS     |                               |
|                             | (RNAV)—DP LEV Q102 CYY CYY—STAR .....         |                               |
|                             | or  |                               |
|                             | (Turbojets—GPS or DME/DME-IRU equipped)       |                               |
|                             | SABINE PASS (RNAV)—DP LEV Q102 BAGGS          |                               |
|                             | SSCOT (RNAV)—STAR .....                       |                               |
| Newark (EWR) .....          | (GPS or DME/DME-IRU equipped) GUSTI           |                               |
|                             | (RNAV)—DP SJI SPA J14 J51 FAK PHLBO           |                               |
|                             | (RNAV)—STAR .....                             |                               |
| Orlando (MCO) .....         | (all others) SABINE PASS (RNAV)—DP LEV Q100   |                               |
|                             | REMIS BOXKR MINEE—STAR .....                  |                               |
|                             | or  |                               |
|                             | (Turbojets, GPS or DME/DME-IRU equipped)      |                               |
|                             | SABINE PASS (RNAV)—DP LEV Q100 REMIS          |                               |
|                             | BOXKR COSTR (RNAV)—STAR.....                  | 1100–0400                     |
| Palm Beach (PBI) .....      | (GPS or DME/DME-IRU equipped) SABINE PASS     |                               |
|                             | (RNAV)—DP LEV Q100 SRQ WLACE                  |                               |
|                             | (RNAV)—STAR .....                             |                               |
| Philadelphia (PHL) .....    | (GPS or DME/DME-IRU equipped) GUSTI           |                               |
|                             | (RNAV)—DP SJI J37 SPA J14 J51 FAK             |                               |
|                             | DPNT—STAR .....                               |                               |
| Pittsburgh (PIT) .....      | LUFKIN—DP LIT J131 PXV IJU HNN WISKE—STAR ... |                               |
|                             | or  |                               |
|                             | (GPS or DME/DME-IRU equipped) LEV Q100        |                               |
|                             | REMIS BLOND BLOND(RNAV)—STAR .....            |                               |
| Tampa (TPA) .....           | (GPS or DME/DME-IRU equipped) SABINE PASS     |                               |
|                             | (RNAV)—DP LEV Q102 REMIS BLOND BLOND          |                               |
|                             | (RNAV)—STAR .....                             |                               |

| Terminals   | Route  | Effective Times (UTC) |
|---|--|-----------------------|
| Washington (DCA) .....                                      | (GPS or DME/DME-IRU equipped) GUSTI<br>(RNAV)-DP SJI J37 SPA J14 RIC OJAAY<br>(RNAV)-STAR.....                             | 1630-1800             |
| Washington (IAD) .....                                      | (GPS or DME/DME-IRU equipped) GUSTI<br>(RNAV)-DP SJI J37 SPA J14 CREWE J51 FAK<br>BARIN COATT-STAR.....                    |                       |
| Windsor Locks (BDL) .....                                   | (GPS or DME/DME-IRU equipped) GUSTI<br>(RNAV)-DP SJI J37 MGM MGM 048/138 GRD<br>J209 RDU J207 FKN J79 JFK DPK DPK-STAR ... |                       |
| <b>JACKSON (JAN)</b>  |  |                       |
| Houston (HOU) .....   | (DME/DME-IRU or GPS-equipped) AEX ROKIT<br>(RNAV)-STAR.....<br>or<br>(Non-advanced NAV only) AEX DAS-STAR.....             | 1630-1800             |
| Houston (IAH) .....   | (Turbojets-DME/DME-IRU or GPS-equipped) AEX<br>TXMEX (RNAV)-STAR .....   |                       |
|   | or<br>(Non-advanced NAV only) AEX DAS STAR .....   |                       |
| <b>LITTLE ROCK (LIT)</b>                                    |  |                       |
| Houston (HOU) .....   | (DME/DME-IRU or GPS-equipped) J180 SWB<br>ROKIT (RNAV)-STAR .....  | 1630-1800             |
|   | or<br>(Non-advanced NAV only) J180 SWB DAS-STAR ..   |                       |
| Houston (IAH) .....   | (Turbojets-DME/DME-IRU or GPS-equipped)<br>J180 SWB TXMEX (RNAV)-STAR .....  |                       |
|   | or<br>(Non-advanced NAV only) J180 SWB DAS-STAR ..   |                       |
| <b>NEW ORLEANS (MSY)</b>                                    |  | 1630-1800             |
| Atlanta (ATL) .....   | GCV LGC-STAR .....   |                       |
| Baltimore (BWI) .....                                       | J37 SPA J14 RIC OTT-STAR .....   |                       |
|   | or<br>(GPS or DME/DME-IRU equipped) J37 SPA J14<br>RIC RAVVN (RNAV)-STAR.....  |                       |
| Boston (BOS) .....  | J37 MGM MGM048138 GRD J209 RDU J207 FKN<br>J79 JFK ORW-STAR .....  | 1630-1800             |
| Cincinnati (CVG) .....                                      | (RNAV only) J35 MEM J29 PXV SARGO<br>(RNAV)-STAR.....  |                       |
|   | or<br>(all others) J35 MEM J29 PXV MOSEY-STAR.....   |                       |
| Charlotte (CLT) .....                                       | (Turbojets-GPS or DME/DME-IRU Equipped) MEI<br>J239 ATL ADENA (RNAV)-STAR .....  |                       |
| Cleveland Metro Area (CLE) (CGF) (BKL)<br>(LNN) (LPR) ..... | IIU ZABER-STAR.....  | 1630-1800             |
| Denver (DEN) .....  | J58 FUZ J21 ADM J52 LAA QUAIL-STAR .....   |                       |
| Detroit Metro-Wayne (DTW) .....                             | MEM J29 IMPEL VHP FWA MIZAR-STAR .....   |                       |
| Houston (HOU) .....   | (DME/DME-IRU or GPS-equipped) KCEEE<br>COLUMBIA (RNAV)-STAR .....  |                       |
|   | or<br>(Non-advanced NAV only) AEX DAS-STAR.....  | 1630-1800             |
| Houston (IAH) .....   | (DME/DME-IRU or GPS-equipped) JEPEG KUGLE<br>WOLDE WOLDE (RNAV)-STAR.....  |                       |
|   | or<br>(Non-advanced NAV only) AEX DAS-STAR.....  |                       |
| Kennedy (JFK) .....   | J37 MGM MGM048138 GRD J209 ORF J121 SIE<br>CAMRN-STAR .....  |                       |
| La Guardia (LGA) .....                                      | J37 MGM AHN J208 HPW J191 PXT<br>KORRY-STAR.....   | 1630-1800             |
| Louisville (IIU) .....                                      | J35 MEM BWG EWO .....  |                       |
| Newark (EWR) .....  | J37 SPA J14 J51 FAK DYLIN-STAR .....   |                       |
|   | or<br>(GPS or DME/DME-IRU equipped) J37 SPA J14<br>J51 FAK PHLBO (RNAV)-STAR .....   |                       |
| Washington Dulles (IAD) .....                               | J37 SPA J14 J51 FAK COATT-STAR .....   | 1630-1800             |
| Washington Natl (DCA) .....                                 | J37 SPA J14 RIC IRONS-STAR .....   |                       |
|   | or   |                       |

| Terminals                          | Route   | Effective Times (UTC) |
|------------------------------------|---|-----------------------|
| Windsor Locks (BDL) .....          | (GPS or DME/DME-IRU equipped) J37 SPA J14<br>RIC OJAAY (RNAV)-STAR .....  |                       |
|                                    | J37 MGM MGM048138 GRD J209 RDU J207 FKN<br>J79 JFK DPK DPK-STAR .....   |                       |
| <b>OKLAHOMA CITY (OKC)</b>         |   |                       |
| Houston HOU) .....                 | (Turbojets) CVE TEXNN-STAR.....<br>or<br>(Non-Turbojets) CVE ELLVR BLUBL-STAR .....   |                       |
| Houston (IAH) .....                | CVE RIICE-STAR.....   |                       |
| <b>SAN ANTONIO (SAT)</b>           |   |                       |
| Atlanta (ATL) .....                | J2 LCH J590 GCV LGC STAR.....<br>or<br>(RNAV only) J2 LCH J590 GCV HONIE RNAV-STAR<br>J17 AMA TBE J171 TODDE QUAIL-STAR ..... |                       |
| Denver (DEN) .....                 | ALAMO-DP LFK J101 LIT J131 PXV VHP FWA<br>MIZAR-STAR .....  |                       |
| Detroit Metro-Wayne Co (DTW) ..... | ALAMO ELA LISSE-STAR .....  |                       |
| Houston (HOU) .....                | ALAMO ELA GLAND-STAR .....  |                       |
| Houston (IAH) .....                |   |                       |
| <b>TULSA (TUL)</b>                 |   |                       |
| Houston (HOU) .....                | (Turbojets) OKM CVE TEXNN-STAR .....  |                       |
| Houston (IAH) .....                | OKM CVE RIICE-STAR .....  |                       |

## SPECIAL HIGH ALTITUDE DIRECTIONAL ROUTES

| Terminals  | Route   | Effective Times (UTC) |
|--|---|-----------------------|
| Traffic(OCEANIC) originating South of Houston Center northbound: |   |                       |
| HOU .....  | (GPS or DME/DME-IRU equipped) A766<br>KLAMS COLUMBIA (RNAV)-STAR .....            |                       |
|  | or<br>(GPS or DME/DME-IRU equipped) B753<br>MAHEE MCOOL COLUMBIA (RNAV)-STAR .... |                       |
| IAH .....  | (GPS or DME/DME-IRU equipped) A766<br>KLAMS WOLDE (RNAV)-STAR .....               |                       |
|  | or<br>(GPS or DME/DME-IRU equipped) B753<br>MAHEE KUGLE WOLDE (RNAV)-STAR .....   |                       |

## HIGH ALTITUDE—SINGLE DIRECTION ROUTES

| Airway     | Segment Fixes                           | Direction Effective | Effective Times (UTC) |
|------------|---|---------------------|-----------------------|
| J6 .....   | Lancaster, PA to Little Rock, AR .....  | Southwest           | 1100-0300             |
| J42 .....  | Texarkana, AR to Robbinsville, NJ ..... | Northeast           | 1100-0300             |
| J180 ..... | Little Rock, AR to Humble, TX .....     | Southwest           | 1200-0400             |

## GULF OF MEXICO "Q ROUTES"

These area navigation routes extend more than 12 miles offshore in airspace controlled by the Federal Aviation Administration (FAA). Additional regulatory information for these routes can be found in the Notices to Airmen Publication, Part 3, International Notices to Airmen.

These routes have a Minimum Obstruction Clearance Altitude (MOCA) of 1500 feet (MSL). The Minimum Enroute Altitude (MEA) for these routes is 6000 feet (MSL)

**Q100**

LEV VORTAC  
 REDFN N28°52.98' /W088°42.11'  
 ROZZI N28°18.87' /W086°42.31'  
 REMIS N27°53.04' /W085°15.47'  
 SRQ VORTAC

**Q102**

LEV VORTAC  
 BLVNS N28°22.94' /W088°02.05'  
 BUNNZ N28°00.58' /W086°45.76'  
 BACCA N27°35.51' /W085°20.66'  
 CIGAR N27°29.61' /W084°46.99'  
 BAGGS N27°08.06' /W082°50.45'  
 CYY VORTAC

**Q105**

HRV VORTAC  
 FATSO N29°41.40' /W089°47.08'  
 REDFN N28°52.98' /W088°42.11'  
 BLVNS N28°22.94' /W088°02.05'

**Q-ROUTES REGULATORY**

**Q1, Q3, Q5, Q7, Q9 and Q11 are preferred single direction (Southbound) Q routes; flight planning Northbound not authorized.**

Q routes are RNAV routes that require the use of GNSS or DME/DME/IRU RNAV, unless otherwise indicated. Please note that this section does not apply to Q routes in the Gulf of Mexico. Gulf of Mexico Q routes are explained in the Southeast and South Central A/FD volumes. Q routes listed in this A/FD volume have at least part of one of their leg segments within this volume's area of coverage.

GNSS and DME/DME/IRU RNAV operations are authorized along Q routes at FL 180 and above. GNSS and DME/DME/IRU RNAV MEAs will only be published if above FL 180.

DME facilities that have been assessed for RNAV operations are listed below. Q routes with no DME facilities listed are limited to GNSS RNAV operations only. Those routes will have an enroute chart note "GNSS REQUIRED".

| Route     | Segment           | DME  |
|-----------|-------------------|--|
| <b>Q1</b> | ELMAA-ERAVE       | BTG, OLM, HQM, HUH, UBG  |
|           | ERAVE-EASON       | BTG, OLM, HQM, HUH, LTJ, CVO, DSD, OED, UBG, ONP, EUG                |
|           | EASON-EBINY       | CVO, DSD, OED, BTG, UBG, ONP, EUG, LMT                               |
|           | EBINY-ENVIE       | CVO, OED, EUG, LMT, RBL, ENI, ONP, FJS                               |
|           | ENVIE-ETCHY       | OED, PYE, OAK, LIN, ECA, LMT, RBL, ENI, SAC, FJS                     |
| <b>Q2</b> | ETCHY-POINT REYES | LIN, ECA, RBL, ENI, SAC, OAK   |
|           | BOILE-HEDVI       | HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR |
|           | HEDVI-HOBOL       | BZA, GBN, BLH, EED, PXR, IPL, TFD, DRK, TUS                          |
|           | HOBOL-ITUCO       | TFD, GBN, BLH, PXR, TUS, CIE, SSO                                    |
| <b>Q3</b> | ITUCO-NEWMAN      | EWM, TFD, PXR, CIE, SSO, TUS, TCS                                    |
|           | FEPOT-FAMUK       | OLM, TOU, HQM, CVO, BTG, DSD, LTJ, UBG, ONP, EUG                     |
|           | FAMUK-FRFLY       | BTG, DSD, OED, CVO, EUG, ONP, UBG, RBL, LMT                          |
|           | FRFLY-FINER       | OED, EUG, RBL, LMT, ENI, CVO, FJS                                    |
|           | FINER-FOWND       | OED, PYE, ECA, LIN, OAK, ENI, RBL, LMT, SAC, FJS                     |
| <b>Q4</b> | FOWND-POINT REYES | LIN, ECA, PYE, RBL, SAC, ENI   |
|           | BOILE-HEDVI       | HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR |
|           | HEDVI-SCOLE       | EED, BLH, BZA, GBN, TRM, IPL, TFD                                    |
|           | SCOLE-SPTFR       | EED, BLH, BZA, GBN, TRM, IPL, TFD                                    |
|           | SPTFR-ZEBOL       | EED, IPL, BZA, GBN, TFD, PXR, BLH                                    |
|           | ZEBOL-SKTTR       | PXR, BLH, BZA, GBN, TFD, TUS, SSO, CIE, SVC, TCS                     |
| <b>Q5</b> | SKTTR-EL PASO     | EWM, CUS, SVC, TCS, SSO, CIE, ELP, DMN, CME                          |
|           | HAROB-HISKU       | OLM, ONP, CVO, EUG, HQM, UBG, BTG, LTJ, DSD, HUH                     |
|           | HISKU-HARPR       | ONP, CVO, EUG, LTJ, DSD, UBG, BTG, RBL, OED, LMT, FJS, LKV           |
|           | HARPR-HOMEG       | CVO, EUG, OED, RBL, LMT, ENI, FJS, LKV                               |
|           | HOMEG-HUPTU       | SAC, PYE, LIN, OAK, ECA, LMT, RBL, ENI, OED, FJS                     |
|           | HUPTU-STIKM       | OAK, ECA, PYE, LIN, SAC, ENI, RBL                                    |

| Route | Segment              | DME  |
|-------|----------------------|--|
| Q7    | JINMO-JOGEN          | CVO, HQM, LTJ, UBG, BTG, ONP, IMB, EUG, OLM, DSD, YKM, PDT, SEA                |
|       | JOGEN-JUNEJ          | LTJ, IMB, UBG, EUG, CVO, RBL, LMT, FMG, DSD, LKV, OED, BTG                     |
|       | JUNEJ-JAGWA          | RBL, LMT, FMG, LIN, SAC, ECA, ENI, MOD, SWR, OAK, LKV, CZQ, AVE, SNS           |
| Q9    | JAGWA-AVENAL         | OAK, MOD, ECA, EHF, PRB, AVE, SNS, CZQ   |
|       | SUMMA-SMIGE          | OLM, UBG, SEA, YKM, BTG, ONP, IMB, HQM, PDT, EUG, LTJ, CVO, DSD, OED, EPH, MWH |
|       | SMIGE-SUNBE          | IMB, UBG, EUG, IMB, RBL, LMT, FMG, SAC, OED, CVO, LKV, DSD, BTG                |
| Q11   | SUNBE-REBRG          | RBL, LMT, FMG, SAC, ECA, MVA, CZQ, OAK, EHF, PMD, LKV, LIN, MOD, AVE, OED, SWR |
|       | REBRG-DERBB          | CZQ, PMD, EHF, LAX, RZS, AVE, MOD, ECA   |
|       | PAAGE-PAWLI          | EPH, UBG, CVO, EUG, HQM, YKM, OLM, PDT, BTG, ONP, IMB, LTJ, DSD, LKV, OED, SEA |
| Q13   | PAWLI-PITVE          | EUG, FMG, SAC, IMB, LKV, OED, DSD, RBL, LMT, CVO, REO                          |
|       | PITVE-PUSHH          | FMG, SAC, LIN, SWR, MOD, OAL, RBL, LKV, LMT, MVA, CZQ                          |
|       | PUSHH-LOS ANGELES    | SAC, ECA, FMG, LIN, OAL, MOD, EHF, LAX, PMD, PDZ, HEC, OCN, CZQ, AVE, RZS      |
| Q15   | All segments         | None; GNSS required  |
| Q19   | All segments         | None; GNSS required  |
| Q20   | PLESS-NASHVILLE      | ENL, GQO, PXV, BNA, IJU, FAM, BWG, CSX   |
|       | CORONA-HONDS         | CNX, ABQ, ACH, ONM, TXO, LVS, TCC, CME   |
|       | HONDS-UNNOS          | CNX, INK, CME, TXO, TCC  |
| Q21   | UNNOS-FUSCO          | FST, ACH, INK, CME, SGT, TXO, TCC  |
|       | FUSCO-JUNCTION       | ABI, CWK, CSI, INK, LZZ, JCT, SGT, STV, FST                                    |
|       | JONEZ-RAZORBACK      | BYP, EOS, TUL, TXK, ADM, RZC, OKM  |
| Q22   | GUSTI-OYSTY          | AEX, DAS, MCB, LLA, BTR, LCH, HRV, LFT, LEV                                    |
|       | OYSTY-ACMES          | RQR, GCV, MCB, BTR, PCU, GPT, HRV, LEV, SJI                                    |
|       | ACMES-CATLN          | SJI, MGM, MCB, BFM, GPT, GCV, HRV, CEW, MVC, PCU, MEI                          |
| Q23   | FORT SMITH-RAZORBACK | OKM, RZC, EOS, TUL   |
|       | LAKE CHARLES-BATON   | AEX, DAS, LCH, MCB, LFT, BTR   |
|       | ROUGE                |  |
| Q25   | BATON ROUGE-IRUBE    | AEX, LEV, MCB, LCH, RQR, HRV, BTR, GCV, MCB, PCU, SJI, LBY                     |
|       | IRUBE-PAYTN          | GCV, MCB, JYU, PCU, MEI, HRV, CEW, SJI   |
|       | MEEOW-WALNUT RIDGE   | ELD, MEM, LIT, FAM, RZC  |
| Q26   | WALNUT RIDGE-WLSUN   | MEM, STL, BWG, PXV, ENL, FAM, ARG, BNA, CSX, TTH                               |
|       | WLSUN-POCKET CITY    | BWG, PXV, ENL, BNA, TTH  |
|       | WALNUT RIDGE-DEVAC   | LIT, JKS, GQO, MEM, BNA, FAM, ARG, DYC, VUZ, RMG                               |
| Q27   | FORT SMITH-ZALDA     | OKM, SGF, RZC, EOS, TUL  |
|       | GRAZN-PYRMD          | EIC, LIT, ELD, OKM, TXK  |
|       | PYRMD-HAKAT          | ARG, LIT, FAM, ELD, SGF, RZC, MEM, TXK   |
| Q29   | HAKAT-ESTEE          | ARG, LIT, FAM, SGF, MEM  |
|       | ESTEE-POCKET CITY    | ARG, CSX, FAM, PXV, ENL, MEM, STL, BWG, TTH, BNA                               |
|       | HARES-MEMPHIS        | MEM, ARG, LIT, JAN, ELD, SQS   |
| Q30   | MEMPHIS-SIDAE        | MEM, PXV, BNA, BWG, ARG, ENL   |
|       | SIDAE-POCKET CITY    | PXV, TTH, BWG, ENL   |
|       | SIDON-VULCAN         | GLH, MEM, VUZ, JAN, JYU, MEI, MGM, SQS, RMG                                    |
| Q31   | DHART-JODOX          | SQS, LIT, TXK  |
|       | JODOX-MARVELL        | SQS, LIT, ELD, MEM, ARG  |
|       | MARVELL-TIIDE        | ARG, BWG, PXV, FAM, LIT, MEM, ENL, TTH   |
| Q32   | TIIDE-POCKET CITY    | BWG, PXV, ENL, TTH   |
|       | EL DORADO-GAGLE      | AEX, JAN, MEM, SQS, SWB, ELD, LIT, TXK   |
|       | GAGLE-CRAMM          | JAN, SQS, MEM, ARG, VUZ, BNA, LIT  |
| Q33   | CRAMM-NASHVILLE      | BWG, MEM, VUZ, BNA, GQO  |
|       | NASHVILLE-SWAPP      | BWG, IJU, PXV, VXV, BNA, GQO   |
|       | DHART-LITTLE ROCK    | AEX, ELD, LIT, TXK, SWB, ARG, MEM, SQS   |
| Q34   | LITTLE ROCK-PROWL    | ELD, SGF, FAM, LIT, ARG, MEM, RZC, CSX, STL                                    |
|       | TEXARKANA-MATIE      | LIT, SWB, TXK, BYP, EIC, ELD, SQS  |
|       | MATIE-MEMPHIS        | LIT, ARG, MEM, ELD, SQS  |
| Q35   | MEMPHIS-SWAPP        | BWG, ARG, MEM, MKL, SQS, PXV, BNA, GQO, IJU, VXV                               |
|       | KIMBERLY-NEERO       | LTJ, PDT, DSD, IMB, LKV, BOI, REO, BAM, SDO                                    |
|       | NEERO-WINEN          | BQU, SDO, BAM, REO, BVL, ILC, DTA, ELY, CDC, MLF, BCE                          |
| Q36   | WINEN-CORKR          | CDC, BCE, BLD, ILC, MLF, TBC, PGS, INW, DRK                                    |
|       | CORKR-DRAKE          | TBC, BCE, BLD, DRK, PGS, FLG, GCN, INW, TFD                                    |
|       | RAZORBACK-TWITS      | RZC, MEM, SGF, BUM, TUL, EOS, FAM, ARG, LIT                                    |
| Q36   | TWITS-DEPEC          | MEM, GQO, BNA, BWG, FAM, ARG, PXV, IJU   |
|       | DEPEC-NASHVILLE      | GQO, BWG, BNA, PXV, IJU  |
|       | NASHVILLE-SWAPP      | VXV, BWG, BNA, GQO, PXV, IJU   |

| Route | Segment               | DME  |
|-------|-----------------------|--|
| Q38   | ROKIT-INCIN           | DAS, LCH, SWB, IAH, LFK, HUB, AEX  |
|       | INCIN-LAREY           | JAN, MCB, SWB, AEX   |
|       | LAREY-BESOM           | JAN, JYU, MEI, SQS, VUZ  |
| Q40   | ALEXANDRIA-DOOMS      | AEX, SWB, LCH, JAN, HEZ, MCB   |
|       | DOOMS-WINAP           | JAN, SQS, MEI, MCB   |
|       | WINAP-MISLE           | MEI, VUZ, JYU  |
| Q42   | KIRKSVILLE-STRUK      | CID, IOW, UIN, LMN, IRK, BDF, STL, DEC, ENL, CSX   |
|       | STRUK-DANVILLE        | ENL, IOW, UIN, BDF, DEC, STL, CSX, SPI, TTH, BVT, JOT, VHP, OXI, ENL, OKK, OBK, GIJ, FWA, GSH, IRK                     |
|       | DANVILLE-MUNCIE       | GIJ, SPI, BDF, OBK, OKK, VHP, BVT, DEC, GSH, FWA, JOT, TTH, OXI, ROD, FLM  |
|       | MUNCIE-HIDON          | FLM, VHP, GSH, TTH, GIJ, OKK, FWA, ROD, OXI, CRL, GSH, APE, DJB, DXO, HNN, AIR, HVQ, CXR, EWC                          |
|       | HIDON-BUBAA           | AIR, APE, HNN, CXR, HVQ, EWC, DJB  |
|       | BUBAA-PSYKO           | AIR, APE, DJB, CXR, HNN, EWC, SLT, CSN, JHW, ETG, PSB  |
|       | PSYKO-BRNNAN          | PSB, JHW, EWC, AIR, ETG, CSN, EMI, SLT   |
|       | BRNNAN-MAALS          | EMI, SLT, CSN, EWC, PSB, ETG, SAX, RBV, HNK, HUO, SIE  |
|       | MAALS-SUZIE           | ETG, EMI, CSN, HUO, SIE, JFK, PSB, SLT, HNK  |
|       | SUZIE-EAST TEXAS      | JFK, EMI, PSB, SLT, HNK, SIE, RBV, SAX, HUO, CYN   |
|       | EAST TEXAS-ELIOT      | HUO, RBV, EMI, CYN, SAX, JFK, PSB, HNK   |
| Q104  | DEFUN-HEVVN           | PIE, PZD, CRG, SZW, TAY, JYU, CEW, MGM, OTK, CRG   |
|       | HEVVN-PLYER           | PIE, ORL, OMN, SRQ, TAY, LAL, CRG, SZW, PZD  |
|       | PLYER-SWABE           | PIE, ORL, OMN, SRQ, TAY  |
|       | SWABE-ST PETERSBURG   | LAL, ORL, OMN, SRQ, PHK, PIE   |
|       | ST PETERSBURG-CYPRESS | PHK, PBI, SRQ, PIE, VRB, ORL, FLL, LAL, OMN  |
| Q106  | SMEIZ-BULZI           | LAL, ORL, OMN, PHK, PIE, CRG, VRB, TAY, OTK, PZD, AMG, SZW   |
|       | BULZI-DRABK           | AMG, PZD, TAY, CRG, SZW, MGM, OTK, JYU, CEW, SJI   |
|       | DRABK-GADAY           | MGM, PZD, OTK, JYU, SZW, CEW, SJI  |
| Q108  | GADAY-CLAWZ           | MGM, SJI, CEW, JYU, PZD, OTK, MCN, SZW, LGC, TAY, AMG  |
| Q110  | THNDR-JAYMC           | SRQ, VRB, PHK, PIE, LAL, VKZ, ORL, PBI   |
|       | JAYMC-RVERO           | VKZ, VRB, PHK, PIE, LAL, SRQ, ORL, OMN, PBI, DHP   |
|       | RVERO-KPASA           | OMN, PIE, PBI, SRQ, ORL, LAL   |
|       | KPASA-BRUTS           | SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG   |
|       | BRUTS-GULFR           | OMN, AMG, CRG, SZW, PIE, TAY, PZD, OTK   |
|       | GULFR-FEONA           | TAY, MCN, PZD, CRG, OTK, SZW, AMG, MCN, ATL, MGM   |
| Q112  | DEFUN-HEVVN           | PIE, OTK, CRG, OMN, LAL, SZW, SRQ, ORL, VRB  |
|       | HEVVN-INPIN           | JYU, PZD, CEW, SZW, MGM, OTK, TAY, AMG, PIE, CRG   |
|       | KPASA-BRUTS           | SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG   |
|       | BRUTS-GULFR           | OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK   |
|       | GULFR-CEEYA           | MCN, AMG, PZD, OTK, SZW, TAY   |
|       | KPASA-BRUTS           | SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG   |
| Q118  | BRUTS-LENIE           | OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK, MCN  |
| Q501  | VIXIS-GOPHER          | ECK, FNT, APN, SSM, GRR, MBL, SAW, BAE, MNM, DLL, AUW, ODI, STE, FGT, EAU, DLH, GEP, BRD, MCW, MSP, ASP, TVC, GRB, RWF |
|       | GOPHER-SOBME          | FGT, BRD, MCW, GEP, ABR, FAR, DLH, ODI, RWF, FSD   |
|       | KENPA-GOPHER          | SSM, FNT, ECK, APN, SAW, GRB, BAE, DLL, AUW, ODI, FGT, DLH, EAU, MCW, MSP, MNM, ASP, TVC, GEP, RWF, BRD                |
|       | GOPHER-SOBME          | FGT, DLH, ODI, MCW, ABR, FAR, MSP, GEP, RWF, FSD, BRD  |
|       | NOTAP-CESNA           | SSM, ECK, APN, GLR, PLN, ISQ, MNM, DLL, RHI, DLH, GEP, FGT, ODI, ASP, TVC, SAW, GRB, BRD                               |
|       | CESNA-HEMDI           | ODI, GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, DLL, BRD  |
| Q505  | OMAGA-RIMBE           | SSM, TVC, ASP, SAW, GRB  |
|       | RIMBE-CESNA           | SSM, RHI, DLL, DLH, GEP, FGT, TVC, SAW, GRB, BRD, ODI  |
|       | CESNA-HEMDI           | GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, BRD, ODI, GRB  |

**RNAV Routing and Catch Points**

The purpose of this section of the Special High Altitude Routes is to present user routing options for flight within the initial HAR Phase I expansion airspace. Users are able to fly user-preferred routes, referred to as non-restrictive routing (NRR), between specific fixes described by **pitch** (entry into) and **catch** (exit out of) fixes in the HAR airspace. Pitch points indicate an end of departure procedures, preferred IFR routings, or other established routing programs where a flight can begin a segment of NRR. The catch point indicates where a flight ends a segment of NRR and joins published arrival procedures, preferred IFR routing, or other established routing programs.

The HAR Phase I expansion airspace is defined as that airspace at and above FL 350 in fourteen of the western and southern Air Route Traffic Control Centers (ARTCCs). The airspace includes Minneapolis (ZMP), Chicago (ZAU), Kansas City (ZKC), Denver (ZDV), Salt Lake City (ZLC), Oakland (ZOA), Seattle Centers (ZSE), Los Angeles (ZLA), Albuquerque (ZAB), Fort Worth (ZFW), Memphis (ZME), and Houston (ZHU). Jacksonville (ZJX) and Miami (ZMA) are included for east-west routes only.

To develop a flight plan, select pitch and catch points based upon your desired route across the Phase I airspace. Filing requirements to pitch points, and from catch points, remain unchanged from current procedures. For the portion of the route between the pitch and catch points, non-restrictive routing is permitted.

Where pitch points for a specific airport are not identified, aircraft should file an appropriate departure procedure (DP), or any other user preferred routing prior to the NRR portion of their routing. Where catch points for a specific airport are not identified aircraft should file, after the NRR portion of their routing, an appropriate arrival procedure or other user preferred routing to their destination.

Additionally, information concerning the location and schedule of Special Use Airspace (SUA) and Air Traffic Control Assigned Airspace (ATCAA) can be found on the Web Site: <http://sua.faa.gov/sua/Welcome.do>. ATCAA refers to airspace in the high altitude structure supporting military and other special operations. Users are encouraged to file around these areas when they are scheduled to be active, thereby avoiding unplanned reroutes around them.

In conjunction with the HAR program RNAV routes have been established to provide for a systematic flow of air traffic in specific portions of the enroute flight environment. The designator for these RNAV routes begin with the letter Q, for example, Q-501. Where those routes aid in the efficient orderly management of air traffic they will be published as preferred IFR routes.





### HAR Special High Altitude Pitch (entry) Points for Nonrestrictive Routing for Airports Located Outside HAR Phase I Expansion Airspace

Westbound traffic originating outside of HAR airspace entering ZMP, ZAU, ZKC and ZME can begin non-restrictive routing over any of the following pitch points (listed from north to south):

DLH, CESNA, GEP, BAE, MKG, GRR, PMM, GSH, CADIZ, FWA, VHP, FLM, IIU, PXV, SGF, RZC, BNA, SALMS, VUZ, BOYDD, MIE.

Traffic originating outside of HAR airspace may also begin Nonrestrictive Routing upon crossing the pitch line depicted on the associated graphic.

### HAR Special High Altitude Pitch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

This section lists pitch points for airports within the HAR Phase I expansion airspace.

|   |  |
|---|--|
| Albuquerque                                       | ABQ, GUP, HANOS or ZUN   |
| Austin  | ABI, FUZ, JCT, MQP, NAVYS, SJT or TNV  |
| Boca Raton, FL                                    | TBIRD KPASA Q118 LENIE<br>or<br>TBIRD KPASA Q116 CEEYA<br>or<br>TBIRD KPASA Q110 FEONA<br>or<br>TBIRD SMELZ Q106 BULZI<br>or<br>TBIRD SMELZ Q106 GADAY   |
| Burbank includes<br>Santa Monica<br>and Van Nuys  | GMN, MARKS<br>or<br>DAG LAS<br>or<br>HEC EED<br>or<br>PMD BLH  |
| Chicago Terminal Area                             | IOW, PLL275065, MZV or BAE   |
| Dallas/Fort Worth Terminal Area                   | ABI, LBB, GTH, CDS, MRMAC, IRW, TUL, MLC, TXK<br>ELD, SWB<br>or<br>Aircraft destined the Chicago terminal area<br>Except MDW<br>EAKER MIDEE BDF BRADFORD-STAFF<br>Or<br>MLC J105 SGF BDF BRADFORD-STAF                               |
| Denver Terminal Area                              | PUB, DVC, DBL, RLG, EKR, LAR, MBW, CYS, BFF, HANKI, NATTI, ASHBY, BELKE, CABET, WEEDS, OR BINKE  |
| Fort Lauderdale (or)<br>Fort Lauderdale Executive | THNDR KPASA Q118 LENIE<br>or<br>THNDR KPASA Q116 CEEYA<br>or<br>THNDR KPASA Q110 FEONA<br>or<br>THNDR SMELZ Q106 GADAY<br>or<br>THNDR SMELZ Q106 BULZI   |
| Houston Bush                                      | LIT, EMG, MLC, JCT<br>or<br>Aircraft destined Atlanta Terminal Area<br>LCH Q24 PAYTN HONIE-RNAV STAR<br>or<br>Aircraft joining J37 to the northeast, BPT GUSTI Q22 CATLN<br>or<br>Aircraft joining J42 to the northeast, ELD Q32 J42 |

|                                      |  |
|--------------------------------------|--|
| Houston Hobby                        | LIT, EMG, MLC, JCT,<br>or<br>Aircraft joining J42 to the northeast, ELD Q32 J42  |
| Jacksonville, FL                     | TAY  |
| Kansas City Terminal Area            | TIFTO, CATTS or KENTN  |
| Los Angeles, includes<br>Ontario     | GMN, RZS<br>or<br>DAG LAS<br>or<br>TRM EED<br>or<br>TRM PKE  |
| Las Vegas                            | DOBNE, MOSBI, NICLE, TRALR or ZELOT  |
| Long Beach includes<br>Orange County | GMN SNS, EHF, LANDO<br>or<br>TRM PKE<br>or<br>TRM EED  |
| Memphis                              | BNA, HAAWK, SALMS or SQS   |
| Miami Terminal Area                  | WINCO KPASA Q118 LENIE<br>or<br>WINCO KPASA Q116 CEEYA<br>or<br>WINCO KPASA Q110 FEONA<br>or<br>WINCO SMELZ Q106 GADAY<br>or<br>WINCO SMELZ Q106 BULZI |
| Milwaukee                            | GREAS  |
| Minneapolis Terminal Area*           | ONL, ABR, FAR, OBH, OVR, FOD   |
| New Orleans Terminal Area            | AEX, MEI, SQS, KAPLN   |
| Orlando Terminal Area                | WEBBS BRUTS Q118 LENIE<br>or<br>WEBBS GULFR Q116 CEEYA<br>or<br>WEBBS BULZI Q106 GADAY<br>or<br>WEBBS FEONA<br>or<br>WEBBS BULZI                       |
| Palm Beach, FL                       | TBIRD KPASA Q118 LENIE<br>or<br>TBIRD KPASA Q116 CEEYA<br>or<br>TBIRD KPASA Q110 FEONA<br>or<br>TBIRD SMELZ Q106 BULZI<br>or<br>TBIRD SMELZ Q106 GADAY |
| Palm Springs                         | TRM JOTNU BLD<br>or<br>TRM EED<br>or<br>TRM PKE  |
| Phoenix                              | CHILY, CIE, CULTS, RSK, DOVEE, GCN, MESSI, SJN, DRYHT or MOHAK   |
| Portland, OR                         | PDT, TIMEE   |

|   |  |
|---|--|
| Salt Lake City                          | HVE, DTA, MLF, BCE, OAL, MTU, BVL, OCS, TWF, DBS, BPI<br>or<br>TCH J56 CHE<br>or<br>TCH J173 EKR   |
| Saint Louis                             | VIH, MAP, MYERZ, MCM<br>or<br>HLV MCI  |
| San Antonio Terminal Area               | FUZ, SJT, MQP, ABI<br>or<br>Aircraft North of LFK, LFK<br>or<br>Aircraft South of HUB, ELA<br>or<br>Aircraft South of LFK and North of HUB LCH         |
| San Diego                               | TRM EED<br>or<br>TRM PKE<br>or<br>TRM JOTNU BLD  |
| San Francisco Bay Area                  | GALLI, INSLO, HAROL JSICA  |
| Oakland                                 | GALLI, INSLO, HAROL JSICA  |
| San Jose                                | GALLI or INSLO   |
| Seattle                                 | BLUIT  |
| Southwest Florida Airports<br>(RSW/FMY) | JOCKS KPASA Q118 LENIE<br>or<br>JOCKS KPASA Q116 CEEYA<br>or<br>JOCKS KPASA Q110 FEONA<br>or<br>JOCKS SMELZ Q106 GADAY<br>or<br>JOCKS SMELZ Q106 BULZI |
| Tampa Terminal Area                     | FEONA, BULZI<br>or<br>BRUTS Q118 LENIE<br>or<br>GULFR Q116 CEEYA<br>or<br>BULZI Q106 GADAY   |

\*MSP area departures with destinations east of 93 degrees west longitude via preferred IFR routing.

### **Catch Points for Airports Located Outside HAR Phase I Expansion Airspace**

This section lists exit points for aircraft destined to specific destinations which are outside the HAR Phase I airspace.

|                       |   |
|-----------------------|---|
| Atlanta Terminal Area | Aircraft through ZME airspace from ZKC airspace east of FAM, Pless Q19 BNA<br>or<br>Aircraft through ZME airspace from ZKC airspace west of FAM, ARG Q26 DEVAC<br>or<br>MEM<br>or<br>Aircraft through ZME airspace from ZID airspace west of a line from VHP to BWG, BNA<br>or<br>Aircraft through ZME airspace from ZID airspace east of a line from VHP to BWG, BWG<br>or<br>Aircraft through ZME airspace from ZFW airspace, MEM<br>or<br>MEI HONIE (RNAV)–STAR<br>or<br>PATYN HONIE (RNAV)–STAR |
|-----------------------|---|

|                             |   |
|-----------------------------|---|
| Baltimore–Washington*       | GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA or VUZ   |
| Boston*                     | GEP, CRL, ECK, IIU, BNA or VUZ  |
| Buffalo*                    | GEP, CRL  |
| Hartford Bradley*           | GEP, CRL  |
| Canton–Akron*               | GIJ, VHP, GEP   |
| Charlotte                   | BNA, VUZ  |
| Cincinnati Terminal Area    | BNA, PXV<br>or<br>Aircraft north of SLC, JOT<br>or<br>Aircraft over or south of SLC, ENL<br>or<br>SLC or SFO departures, ENL, JOT |
| Cleveland Terminal Area*    | OBK   |
| Detroit Terminal Area       | BAE MKG POLAR–STAR<br>or<br>VHP FWA MIZAR–STAR  |
| Detroit Young               | VHP FWA<br>or<br>LAN SPRTN–STAR   |
| Indianapolis Terminal Area  | BIB, SPI, JOT   |
| Louisville                  | ENL, MEM  |
| Newark*                     | GEP, VHP, FLM, IIU, BNA, VUZ<br>or<br>IOW GIJ J554 CRL J584 SLT FQM   |
| New York Kennedy*           | GEP, VHP, FLM, IIU, BNA, VUZ<br>or<br>DBQ J94 PMM J70 LVZ LENDY–STAR  |
| New York LaGuardia*         | GIJ, GEP, VHP, BAE, FLM, IIU, BNA, VUZ  |
| Philadelphia Terminal Area* | GIJ, GEP, VHP, BAE, WHETT, BNA, VUZ   |
| Pittsburgh Terminal Area*   | VHP, GIJ, BAE, GEP  |
| Pontiac                     | LFD, LAN, VHP, FWA, GEP   |
| Providence                  | JHW, HEMDI, CESNA, GEP, GRB, TVC, ASP, VHP, IIU, BNA, VUZ   |
| Raleigh–Durham              | FLM, IIU, BNA, VUZ  |
| Toronto Terminal Area       | ECK, SVM, SSM, GEP  |
| Teterboro*                  | GEP, VHP, CRL, BNA, VUZ   |
| Washington Dulles/National* | GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA, VUZ   |
| White Plains*               | GEP, VHP, CRL, FLM, IIU, BNA, VUZ   |
| Willow Run*                 | LAN, LFD, VHP, FWA, GEP   |

\*Eastbound aircraft over flying ZMP center airspace entering Toronto center airspace, file direct SSM or via J63, J522, Q505, Q504, Q502, Q501

or

Entering ZAU or ZOB airspace from north of DPR J16 MCW, GEP

or

Entering ZAU or ZOB airspace from or south of DPR J16 MCW, CRL.

**Catch Points for Airports Located Within (below) HAR Phase I Expansion Airspace**

This section lists exit points for aircraft destined to airports which are below HAR Phase I airspace.

|                                 |  |
|---------------------------------|--|
| Albuquerque Terminal Area       | CURLY CURLY-STAR<br>or<br>ESPAN FRIHO-STAR<br>or<br>LAVAN LAVAN-STAR<br>or<br>FTI FRIHO-STAR<br>or<br>MIERA MIERA-STAR   |
| Austin Terminal Area            | Aircraft west of a north-south line at LFK, BLEWE<br>or<br>Aircraft east of a north-south line at LFK, IDU<br>or<br>LLO  |
| Boca Raton, FL                  | CEW DEFUN Q112 INPIN SHDAY (RNAV)-STAR<br>Aircraft through ZHU remain south of ZME and ZTL airspace<br>or<br>DEFUN Q112 INPIN SHDAY (RNAV)-STAR<br>Aircraft through ZHU remain south of ZME and ZTL airspace<br>or<br>SZW INPIN SHDAY (RNAV)-STAR  |
| Chicago Midway                  | CVA MOTIF-STAR<br>or<br>PIA MOTIF-STAR<br>or<br>DBQ CVA MOTIF-STAR<br>or<br>LMN MOTIF-STAR   |
| Chicago O'Hare Terminal Area    | GEP DLL MSN JVL JANESVILLE-STAR<br>or<br>TVC PULLMAN-STAR<br>or<br>FOD DBQ JVL JANESVILLE-STAR<br>or<br>MCW JANESVILLE-STAR<br>or<br>GCK IRK BRADFORD-STAR   |
| Dallas/Fort Worth Terminal Area | IRW, LOSZY, FSM, LIT, SQS, MLU, AEX, JUMBO, TQA, TURKI, HEATR<br>Aircraft through ZME airspace from north and west of PXV, RZC, Q23 FSM<br>or<br>Aircraft through ZME airspace from east of PXV, PXV Q25 MEEOW<br>or<br>Aircraft through ZME airspace from J6 down to, but not including J52, LIT, SQS<br>or<br>Aircraft through ZME airspace from J52 and south of J52, SQS |

|   |   |
|---|---|
| Denver Terminal Area                        | OATHE DANDD-STAR  |
|   | or  |
|   | HGO QUAIL-STAR  |
|   | or  |
|   | LOPEC-STAR  |
|   | or  |
|   | ALS LARKS-STAR  |
|   | or  |
|   | HBU POWDR-STAR  |
|   | or  |
|   | EKR TOMSN-STAR  |
|   | or  |
|   | CHE TOMSN-STAR  |
|   | or  |
|   | BFF LANDR-STAR  |
|   | or  |
|   | LBF SAYGE-STAR  |
|   | or  |
|   | HCT SAYGE-STAR  |
|   | or  |
|   | RSK LARKS-STAR  |
|   | or  |
|   | LAA QUAIL-STAR  |
|   | or  |
|   | GCK J154 RYLIE DANDD-STAR   |
|   | or  |
|   | OCS J154 ALPOE RAMMS-STAR   |
|   | or  |
|   | YANKI J114 SNY LANDR-STAR   |
|   | or  |
|   | Aircraft filed BIL or east, MBW RAMMS-STAR                            |
| Ft Lauderdale or<br>Ft Lauderdale Executive | CEW DEFUN Q104 PIE SWAGS (RNAV)-STAR                                  |
|   | Aircraft through ZHU airspace remain south ZME and ZTL<br>airspace    |
|   | or  |
| Houston Bush                                | SZW HEVVN Q104 PIE SWAGS (RNAV)-STAR                                  |
|   | CRP, CVE, LLO, LUKIY, SAT   |
|   | or  |
|   | Aircraft south and east of LLA, LLA                                   |
|   | or  |
|   | MISLE Q40 AEX   |
|   | or  |
|   | Aircraft north and east of SJI, SJI                                   |
|   | or  |
|   | Aircraft east of PXV, PXV Q31 DHART SWB                               |
|   | or  |
|   | Aircraft north and west of PXV, PROWL Q33 DHART SWB                   |
| Houston Hobby                               | CRP, ELLVR, SAT, SWB  |
|   | or  |
|   | Aircraft south and east of GIRLY, GIRLY                               |
|   | or  |
|   | Aircraft north and east of SJI, SJI                                   |
|   | or  |
|   | BESOM Q38 ROKIT ROKIT-STAR  |
|   | or  |
|   | Aircraft east of PXV, PXV Q29 HARES SWB                               |
|   | or  |
|   | Aircraft north and west of PXV, PROWL Q33 DHART SWB                   |
| Jacksonville                                | GADAY ZOOSS TAY   |
|   | Aircraft through ZHU airspace remain south of ZME and ZTL<br>airspace |
|   | or  |
|   | ZOOSS TAY   |

|                           |   |
|---------------------------|---|
| John Wayne–Orange County  | HEC, PGS, BLD<br>or<br>Aircraft south of TBC from ZAB airspace, HIPPI   |
| Kansas City Terminal Area | LMN BRAYMER–STAR<br>or<br>PWE ROBINSON–STAR<br>or<br>EMP JHAWK–STAR   |
| Las Vegas                 | DILCO, LIDAT, IGM<br>or<br>Aircraft over PGA or north of PGA KSINO<br>or<br>Aircraft south of PGA PGS LYNSY   |
| Los Angeles Terminal Area | Aircraft North of TBC, HEC, PGS<br>or<br>Aircraft South of TBC from ZAB airspace, HIPPI,<br>MESSI   |
| Miami Terminal Area       | CEW DEFUN Q104 CYY DEEDS (RNAV)–STAR<br>Aircraft through ZHU airspace remain south ZME and ZTL airspace<br>or<br>SZW HEVNV Q104 CYY DEEDS (RNAV)–STAR   |
| Minneapolis Terminal Area | Aircraft from north, west, south,<br>FAR GOPHER–STAR<br>or<br>RWF SKETR–STAR<br>or<br>ALO KASPR–STAR<br>or<br>BRD GOPHER–STAR<br>or<br>BAE EAU CLAIRE–STAR<br>or<br>FOD TWOLF–STAR  |
| Memphis Terminal Area     | ARG, BWG, FSM, PXV, LIT, RZC, SQS, VUZ, BNA, GQO, ELD   |
| Naples, FL                | CEW DEFUN Q104 PLYER PIKKR (RNAV)–STAR<br>Aircraft through ZHU AIRSPACE remain south of ZME and ZTL<br>airspace<br>or<br>SZW HEVNV Q104 PLYER PIKKR (RNAV)–STAR   |
| Nashville                 | CCT, GHM, GUITR, TINGS, VOLLS   |
| New Orleans Terminal Area | BLUEZ, GPT, LCH, MCB, TBD, FATSO  |
| Oakland                   | ILA<br>or<br>KATTS PAMMY<br>or<br>Aircraft over or south of a line ILC J16 DVC<br>REANA KATTS PAMMY<br>or<br>Aircraft from north of ILC, JOPER PAMMY<br>or<br>KATTS PAMMY<br>or<br>Aircraft over or south of ILC, REANA KATTS PAMMY |
| Orlando Terminal Area     | GADAY Q108 CLAWZ LEESE–STAR<br>Aircraft through ZHU airspace remain south of ZME/ZTL<br>airspace<br>or<br>OTK LEESE–STAR  |

|                              |   |
|------------------------------|---|
| Palm Beach, FL               | CEW DEFUN Q112 INPIN GULLO (RNAV)–STAR<br>Aircraft through ZHU airspace remain south of ZME and ZTL<br>airspace<br>or<br>SZW INPIN GULLO (RNAV)–STAR  |
| Phoenix                      | CORKR DRK<br>or<br>Aircraft from ZDV airspace,<br>GUP<br>or<br>Aircraft from ZAB airspace,<br>ZUN, MOHAK, SSO<br>or<br>VYLLA TUS  |
| Phoenix Satellites           | FLG, SSO, MOHAK<br>or<br>VYLLA, TUS   |
| Portland, OR Terminal Area   | ARNIT BONVL–STAR<br>or<br>LARNO BONVL–STAR<br>or<br>MOXEE MOXEE–STAR  |
| St. Louis Terminal Area      | SGF TRAKE–STAR<br>or<br>BUM TRAKE–STAR<br>or<br>ANX TRAKE–STAR<br>or<br>LMN IRK RIVRS–STAR<br>or<br>RBS VANDALIA–STAR   |
| Salt Lake City Terminal Area | JNC J12 HELPR SPANE–STAR<br>or<br>EKR MTU SPANE–STAR<br>or<br>BCE DTA–TCH<br>or<br>MLF DTA–TCH<br>or<br>BVL BONNEVILLE–STAR<br>or<br>BYI BEARR–STAR<br>or<br>PIH BEARR–STAR<br>or<br>DBS BRIGHAM CITY–STAR<br>or<br>JAC BRIGHAM CITY–STAR<br>or<br>BPI BRIGHAM CITY–STAR<br>or<br>OCS BRIGHAM CITY–STAR |
| San Diego Terminal Area      | EED, LAX, GBN   |
| Santa Ana                    | HEC, PGS, BLD, HIPPI  |
| San Antonio Terminal Area    | IDU, CSI, JCT, LLO, CRP, LRD<br>or<br>West of a north–south line at LFK, BLEWE<br>or<br>East of a north–south line at LFK, IDU  |



|   |   |
|---|---|
| San Francisco                             | FMG GOLDEN GATE–STAR  |
|   | or  |
|   | MVA MODESTO–STAR  |
|   | or  |
|   | ENI GOLDEN GATE–STAR  |
|   | or  |
|   | OAL MODESTO–STAR  |
| San Jose                                  | or  |
|   | South of a line ILC to DVC,<br>REANA KATTS OAL MODESTO–STAR           |
|   | FMG HYP EL NIDO–STAR  |
|   | or  |
|   | OAL HYP EL NIDO–STAR  |
|   | or  |
|   | ENI GOLDEN GATE–STAR  |
| Seattle Terminal Area                     | or  |
|   | South of a line ILC to DVC,<br>REANA KATTS KICHI CANDA EL NIDO–STAR   |
|   | Aircraft From northeast, southeast, south,<br>TEMPL GLASR–STAR        |
|   | or  |
|   | SUNED CHINS–STAR  |
|   | or  |
|   | BTG OLMYPIA–STAR  |
| Southwest Florida Airports<br>RSW and FMY | CEW DEFUN Q104 SWABE JOSFF–STAR                                       |
|   | Aircraft through ZHU airspace remain south of ZME and ZTL<br>airspace |
|   | or  |
|   | SZW HEVVN Q104 SWABE JOSFF–STAR                                       |
| Tampa Terminal Area                       | CEW DEFUN Q104 HEVVN DARBS–STAR                                       |
|   | Aircraft through ZHU airspace remain south of ZME and ZTL<br>airspace |
|   | or  |
|   | SZW DARBS–STAR  |
| Tucson                                    | DRK PXR   |
|   | or  |
|   | MOHAK GBN   |

## VISUAL FLIGHT RULES (VFR) WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Visual Check Point flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Check Point name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC communications.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

## BALTIMORE–WASHINGTON TERMINAL AREA CHART/FLYWAY CHART

| WAYPOINT IDENT | COLLOCATED VFR CHECKPOINT | LOCATION                 |
|----------------|---------------------------|--------------------------|
| VPAXI          | _____                     | N38°34.57' / W076°20.38' |
| VPONX          | _____                     | N39°06.65' / W076°55.92' |
| VPOOP          | _____                     | N38°56.32' / W076°36.90' |

## BOSTON HELICOPTER CHART

|       |       |                          |
|-------|-------|--------------------------|
| VPBAY | _____ | N42°16.17' / W070°49.48' |
| VPBLT | _____ | N42°19.67' / W070°53.40' |
| VPCGS | _____ | N42°22.08' / W071°03.13' |
| VPEVS | _____ | N42°23.52' / W071°04.10' |
| VPFEN | _____ | N42°12.58' / W071°08.88' |
| VPFRE | _____ | N42°25.03' / W071°12.32' |
| VPGLV | _____ | N42°21.88' / W070°52.18' |
| VPHAM | _____ | N42°30.13' / W071°07.15' |
| VPPIK | _____ | N42°20.37' / W071°15.93' |
| VPQUA | _____ | N42°12.10' / W071°04.78' |
| VPQUB | _____ | N42°12.60' / W070°59.83' |
| VPSPF | _____ | N42°24.20' / W071°09.47' |
| VPTOB | _____ | N42°31.42' / W070°59.82' |
| VPWAN | _____ | N42°36.88' / W071°19.45' |

## BOSTON TERMINAL AREA CHART

|       |                            |                          |
|-------|----------------------------|--------------------------|
| VPCOH | Cohasset                   | N42°13.58' / W070°48.94' |
| VPCUT | Cuttyhunk Harbor           | N41°25.50' / W070°55.03' |
| VPFRA | Framingham Shopping Center | N42°18.16' / W071°23.65' |
| VPHOL | Woods Hole                 | N41°31.06' / W070°40.60' |
| VPHUL | Hull                       | N42°18.20' / W070°55.30' |
| VPLPT | Nantucket Great Point      | N41°23.41' / W070°02.78' |
| VPNED | Needham Towers             | N42°18.51' / W071°14.64' |
| VPPEA | Peabody Shopping Center    | N42°32.52' / W070°56.69' |
| VPROC | Rockingham Race Track      | N42°46.29' / W071°13.57' |
| VPSCI | Scituate                   | N42°11.89' / W070°43.69' |
| VPTPT | Nantucket Third Point      | N41°18.51' / W070°03.37' |
| VPTUC | Tuckernuck                 | N41°18.31' / W070°15.43' |
| VPWAK | Wakefield                  | N42°30.72' / W071°05.24' |
| VPWAN | Wang Towers                | N42°36.88' / W071°19.45' |

## CHARLOTTE SECTIONAL CHART

|       |               |                          |
|-------|---------------|--------------------------|
| VPATO | _____         | N34°37.37' / W076°31.47' |
| VPAVA | _____         | N34°57.00' / W077°16.50' |
| VPBFE | _____         | N32°16.38' / W080°47.50' |
| VPBRA | _____         | N36°13.75' / W076°08.08' |
| VPGCE | _____         | N36°03.90' / W076°36.42' |
| VPGHI | _____         | N35°15.30' / W075°31.25' |
| VPGIO | _____         | N35°32.50' / W076°37.33' |
| VPKJU | _____         | N35°26.58' / W076°10.22' |
| VPLMN | _____         | N34°55.43' / W077°46.42' |
| VPMAB | _____         | N34°42.20' / W077°03.50' |
| VPNPO | ISLE OF PALMS | N32°47.78' / W079°46.45' |
| VPOKY | _____         | N35°06.53' / W075°59.17' |
| VPREP | _____         | N32°33.98' / W080°21.82' |
| VPRRS | _____         | N33°25.45' / W079°07.60' |
| VPUMO | _____         | N35°35.63' / W075°28.08' |
| VPWZO | _____         | N36°00.87' / W075°40.07' |
| VPZIE | _____         | N32°01.62' / W080°53.42' |

## CHICAGO SECTIONAL CHART

WAYPOINT IDENT  
VPCOHCOLLOCATED VFR CHECKPOINT  
\_\_\_\_\_LOCATION  
N31°49.35' / W081°51.07'

## DENVER TERMINAL AREA CHART/FLYWAY CHART

VPBEN  
VPFTG  
VPNIC\_\_\_\_\_  
\_\_\_\_\_  
NORTH INTERCHANGEN39°44.28' / W104°26.00'  
N39°44.35' / W104°32.75'  
N39°58.90' / W104°59.27'

## HOUSTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT  
VPBWY  
VPDTN  
VPGLA  
VPGLB  
VPKTY  
VPPLN  
VPRSN  
VPSND  
VPSNT  
VPTNE  
VPTNW  
VPTRKCOLLOCATED VFR CHECKPOINT  
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\_\_\_\_\_LOCATION  
N29°46.25' / W095°09.24'  
N29°46.59' / W095°22.01'  
N30°08.32' / W095°06.62'  
N30°07.80' / W094°55.70'  
N29°47.05' / W095°44.92'  
N30°08.80' / W095°50.42'  
N29°30.00' / W095°41.00'  
N29°23.13' / W095°28.86'  
N29°49.29' / W094°53.94'  
N29°47.48' / W095°03.34'  
N29°47.06' / W095°33.81'  
N29°24.06' / W095°10.44'

## JACKSONVILLE SECTIONAL CHART

VPAFI  
VPAFY  
VPBEC  
VPCJA  
VPCKY  
VPCNY  
VPDAD  
VPDAR  
VPDFI  
VPDUT  
VPEAR  
VPEGV  
VPPFU  
VPGPE  
VPHAA  
VPHUC  
VPIWA  
VPJMY  
VPKER  
VPLEV  
VPLJA  
VPMIA  
VPTLH  
VPXZY  
VPYIW  
VPZIE\_\_\_\_\_  
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DADE CITY  
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CLEARWATER BEACH  
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ST PETE BEACH  
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MIDWAY  
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LAKE PARKER  
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\_\_\_\_\_N31°49.35' / W081°51.07'  
N30°07.00' / W081°21.33'  
N29°46.25' / W081°15.10'  
N29°30.00' / W081°06.00'  
N28°46.50' / W082°34.00'  
N28°30.00' / W080°45.00'  
N28°22.57' / W082°11.25'  
N31°22.38' / W081°24.13'  
N29°00.17' / W081°20.85'  
N27°37.70' / W082°09.10'  
N27°58.67' / W082°49.83'  
N29°39.97' / W081°24.87'  
N28°57.08' / W081°00.33'  
N27°43.50' / W082°44.67'  
N30°04.02' / W083°40.02'  
N28°19.87' / W082°43.77'  
N31°48.33' / W081°25.85'  
N29°26.92' / W081°18.27'  
N28°04.00' / W081°56.00'  
N28°48.00' / W080°52.00'  
N29°00.00' / W080°51.00'  
N30°50.02' / W084°56.63'  
N30°32.70' / W083°52.22'  
N29°35.00' / W083°10.00'  
N30°42.28' / W081°27.25'  
N32°01.62' / W080°53.42'

## KANSAS CITY SECTIONAL CHART

VPAGO  
VPBEK  
VPDEN  
VPENE  
VPESSE  
VPFME  
VPGXY  
VPMBE  
VPMKE  
VPROV  
VPUTT\_\_\_\_\_  
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\_\_\_\_\_N37°50.33' / W090°29.03'  
N37°15.07' / W092°30.67'  
N37°46.75' / W092°19.20'  
N37°44.75' / W091°55.78'  
N36°59.48' / W091°00.88'  
N37°41.00' / W092°38.33'  
N37°15.50' / W091°40.17'  
N37°11.08' / W090°27.92'  
N37°24.47' / W092°40.00'  
N38°01.72' / W091°12.81'  
N37°52.05' / W092°01.20'

## KANSAS CITY TERMINAL AREA CHART

## KLAMATH FALLS SECTIONAL CHART

## LOS ANGELES HELICOPTER CHART

SC, 17 DEC 2009 to 11 FEB 2010

## LOS ANGELES SECTIONAL CHART

| WAYPOINT IDENT | COLLOCATED VFR CHECKPOINT | LOCATION                 |
|----------------|---------------------------|--------------------------|
| VPCNG          | CONEJO GRADE US HWY 101   | N34°12.54' / W118°59.61' |
| VPCSU          | CSU CHANNEL ISLANDS       | N34°09.76' / W119°02.53' |
| VPFPL          | OXNARD FINANCIAL PLAZA    | N34°13.71' / W119°10.39' |
| VPSTC          | SATICOY BRIDGE            | N34°16.62' / W119°08.34' |

## LOS ANGELES TERMINAL AREA CHART/FLYWAY CHART

|       |                           |                          |
|-------|---------------------------|--------------------------|
| VPCNG | CONEJO GRADE US HWY 101   | N34°12.54' / W118°59.61' |
| VPCSU | CSU CHANNEL ISLANDS       | N34°09.76' / W119°02.53' |
| VPGTY | GETTY CENTER              | N34°04.84' / W118°28.66' |
| VPLBP | BANNING PASS              | N33°56.05' / W116°59.63' |
| VPLCC | CHAFFEY COLLEGE           | N34°08.87' / W117°34.33' |
| VPLCP | CAJON PASS                | N34°18.07' / W117°27.68' |
| VPLDL | DISNEYLAND                | N33°48.72' / W117°55.13' |
| VPLDP | DANA POINT                | N33°27.62' / W117°42.87' |
| VPLDS | DODGER STADIUM            | N34°04.42' / W118°14.42' |
| VPLFX | 91/605 INTERCHANGE        | N33°52.38' / W118°06.08' |
| VPLGP | GRIFFITH PARK OBSERVATORY | N34°07.10' / W118°18.02' |
| VPLHF | 110/405 FWYS              | N33°51.42' / W118°17.10' |
| VPLHP | HUNTINGTON PIER           | N33°39.32' / W118°00.25' |
| VPLKH | KING HARBOR               | N33°50.75' / W118°23.88' |
| VPLLC | L.A. COLISEUM             | N34°00.83' / W118°17.27' |
| VPLLM | LAKE MATHEWS              | N33°50.58' / W117°26.85' |
| VPLMM | MAGIC MOUNTAIN            | N34°26.20' / W118°36.28' |
| VPLMS | MILE SQUARE PARK          | N33°43.40' / W117°56.77' |
| VPLPD | PRADO DAM                 | N33°53.40' / W117°38.48' |
| VPLPP | PACIFIC PALISADES         | N34°02.13' / W118°32.15' |
| VPLQM | QUEEN MARY                | N33°45.17' / W118°11.37' |
| VPLRB | ROSE BOWL                 | N34°09.67' / W118°10.05' |
| VPLRT | SANTA ANITA RACE TRACK    | N34°08.45' / W118°02.65' |
| VPLSA | SANTA ANA CANYON          | N33°52.03' / W117°42.68' |
| VPLSB | SANTA FE FLOOD BASIN      | N34°07.72' / W117°57.30' |
| VPLSC | STATE COLLEGE             | N33°52.97' / W117°53.13' |
| VPLSF | SAN FERNANDO RESERVOIR    | N34°17.87' / W118°29.00' |
| VPLSP | SIGNAL PEAK               | N33°36.33' / W117°48.63' |
| VPLSR | HAWTHORNE & 405 FREEWAY   | N33°53.07' / W118°21.13' |
| VPLSS | SANTA SUSANA PASS         | N34°16.00' / W118°38.43' |
| VPLTW | TUJUNGA WASH & FOOTHILL   | N34°16.40' / W118°20.30' |
| VPLVT | VINCENT THOMAS BRIDGE     | N33°44.97' / W118°16.32' |
| VPLWT | WATER TANK                | N34°10.82' / W118°46.27' |
| VPNEW | NEWHALL PASS              | N34°20.18' / W118°30.72' |
| VPSTC | SATICOY BRIDGE            | N34°16.62' / W119°08.34' |

## MIAMI SECTIONAL CHART

|       |                   |                          |
|-------|-------------------|--------------------------|
| VPACH | HOLLYWOOD BEACH   | N26°00.92' / W080°06.93' |
| VPBOV | _____             | N27°57.00' / W080°46.75' |
| VPCLC | _____             | N26°27.07' / W082°00.88' |
| VPCTE | _____             | N26°09.28' / W081°20.70' |
| VPDAD | DADE CITY         | N28°22.57' / W082°11.25' |
| VPDUT | _____             | N27°37.70' / W082°09.10' |
| VPDZE | _____             | N27°19.00' / W080°44.17' |
| VPEAR | CLEARWATER BEACH  | N27°58.67' / W082°49.83' |
| VPEDY | ANDYTOWN TOLLGATE | N26°08.78' / W080°28.00' |
| VPFAH | _____             | N26°25.40' / W081°29.67' |
| VPGPE | ST PETE BEACH     | N27°43.50' / W082°44.67' |
| VPHRO | _____             | N27°05.97' / W082°12.20' |
| VPHUC | _____             | N28°19.87' / W082°43.77' |
| VPIBR | _____             | N27°12.47' / W081°40.22' |
| VPKER | LAKE PARKER       | N28°04.00' / W081°56.00' |
| VPKOE | _____             | N24°40.08' / W081°20.55' |
| VPLYV | _____             | N24°49.07' / W080°49.17' |
| VPMB0 | GULFSTREAM PARK   | N25°58.57' / W080°08.17' |
| VPOBA | PUMPING STATION   | N26°28.30' / W080°26.75' |
| VPRBI | _____             | N25°50.67' / W080°55.18' |
| VPRNL | RANGER STATION    | N25°22.92' / W080°36.58' |
| VPWMO | _____             | N27°03.00' / W080°35.00' |

## MIAMI TERMINAL AREA CHART/FLYWAY CHART

| WAYPOINT IDENT | COLLOCATED VFR CHECKPOINT | LOCATION                 |
|----------------|---------------------------|--------------------------|
| VPACH          | HOLLYWOOD BEACH           | N26°00.92' / W080°06.93' |
| VPEDY          | ANDYTOWN TOLLGATE         | N26°08.78' / W080°28.00' |
| VPMB0          | GULFSTREAM PARK           | N25°58.57' / W080°08.17' |
| VPOBA          | PUMPING STATION           | N26°28.30' / W080°26.75' |
| VPRBI          |                           | N25°50.67' / W080°55.18' |
| VPRNL          | RANGER STATION            | N25°22.92' / W080°36.58' |

## NEW ORLEANS SECTIONAL CHART

|       |                |                          |
|-------|----------------|--------------------------|
| VPGPT |                | N30°25.95' / W089°05.62' |
| VPLIP | PHILLIPS INLET | N30°16.23' / W085°59.25' |
| VPMAI |                | N30°50.02' / W084°56.63' |
| VPMOB |                | N30°23.00' / W088°31.72' |
| VPRAM |                | N30°18.95' / W089°35.88' |
| VPRER |                | N30°13.87' / W085°20.67' |
| VPRIV |                | N30°54.85' / W087°57.82' |
| VPSAW |                | N30°49.65' / W089°07.42' |
| VPTHR |                | N30°19.93' / W087°08.50' |

## NEW YORK HELICOPTER CHART

|       |  |                          |
|-------|--|--------------------------|
| VPJAY |  | N40°59.00' / W073°07.00' |
| VPLYD |  | N40°57.37' / W073°29.59' |
| VPROK |  | N40°52.70' / W073°44.24' |

## PHOENIX TERMINAL AREA CHART/FLYWAY CHART

|       |                           |                          |
|-------|---------------------------|--------------------------|
| VPALL | ALLENVILLE                | N33°20.97' / W112°35.20' |
| VPAQU | AQUEDUCT PUMPING STATION  | N33°40.05' / W112°41.38' |
| VPARM | ARROWHEAD MALL            | N33°38.52' / W112°13.48' |
| VPAWG | AHWATUKEE GOLF COURSE     | N33°19.98' / W111°59.08' |
| VPAZM | ARIZONA MILLS             | N33°23.43' / W111°57.88' |
| VPBAR | BARTLETT DAM              | N33°49.10' / W111°37.92' |
| VPCCC | COUNTRY CLUB & CANAL      | N33°30.73' / W111°50.37' |
| VPCNL | CANAL                     | N33°33.23' / W111°46.89° |
| VPFRB | FIREBIRD LAKE             | N33°16.35' / W111°58.10' |
| VPFTN | FOUNTAIN HILLS            | N33°36.12' / W111°42.72' |
| VPGLX | GILA CROSSING             | N33°16.55' / W112°10.08' |
| VPGPP | GLENDALE POWER PLANT      | N33°33.27' / W112°13.00' |
| VPMAR | MARICOPA                  | N33°03.42' / W112°02.88' |
| VPMHS | MESQUITE HIGH SCHOOL      | N33°20.53' / W111°49.58' |
| VPNRV | NEW RIVER                 | N33°55.08' / W112°08.45' |
| VPNTT | NORTH TEST TRACK          | N33°03.50' / W111°55.83' |
| VPPIR | PIR                       | N33°22.52' / W112°18.90' |
| VPQTR | QUINTERO GOLF COURSE      | N33°49.53' / W112°23.58' |
| VPRVC | RIO VERDE COMMUNITY       | N33°44.37' / W111°39.62' |
| VPSMC | SOUTH MOUNTAIN COLLEGE    | N33°23.02' / W112°02.12' |
| VPSQP | SQUAW PEAK                | N33°32.83' / W112°01.27' |
| VPSSS | SUPERSTITION SPRINGS MALL | N33°23.50' / W111°41.37' |
| VPSTN | SANTAN MOUNTAINS          | N33°09.23' / W111°40.92' |
| VPSTT | SOUTH TEST TRACK          | N32°56.25' / W111°59.67' |
| VPZZZ |                           | N33°20.18' / W111°26.53' |

## ST LOUIS TERMINAL AREA CHART/FLYWAY CHART

|       |                           |                          |
|-------|---------------------------|--------------------------|
| VPAGN | TV ANTENNA                | N38°32.08' / W090°22.42' |
| VPBPE |                           | N38°23.80' / W090°20.38' |
| VPCJY | HOLIDAY SHORES            | N38°55.00' / W089°56.00' |
| VPCOJ | WINFIELD DAM              | N39°00.28' / W090°41.23' |
| VPDFA | JEFFERSON BARRACKS BRIDGE | N38°29.18' / W090°16.47' |
| VPEAZ | BUSCH STADIUM             | N38°37.43' / W090°11.55' |
| VPEDZ | WATER TANKS               | N38°45.30' / W090°34.87' |
| VPEGR | GAS TANKS                 | N38°35.80' / W090°19.32' |
| VPEOX | ST PETERS                 | N38°47.17' / W090°39.25' |

## WAYPOINT IDENT

VPFAI  
VPFFY  
VPGPF  
VPGVI  
VPHRQ  
VPIBO  
VPJMU  
VPKNY  
VPLES  
VPLIW  
VPLXU  
VPNSY  
VPNZY  
VPRAZ  
VPRMO  
VPWKO  
VPXXI  
VPYID

## COLLOCATED VFR CHECKPOINT

HOWELL ISLAND  
  
  
  
CHAIN OF ROCKS BRIDGE  
WATERLOO  
HORSESHOE LAKE  
PACIFIC  
ST CHARLES  
SIX FLAGS  
GATEWAY ARCH  
WOOD RIVER REFINERIES  
WENTZVILLE  
JERSEYVILLE  
FOREST PARK  
COLUMBIA  
MILLSTADT  
MOSENTHEIN ISLAND

## LOCATION

N38°40.00'/W090°43.00'  
N38°55.37'/W090°17.30'  
N38°35.60'/W090°26.92'  
N38°32.30'/W090°27.80'  
N38°45.88'/W090°10.42'  
N38°20.00'/W090°09.00'  
N38°41.00'/W090°05.00'  
N38°29.00'/W090°44.00'  
N38°47.00'/W090°30.00'  
N38°30.67'/W090°40.47'  
N38°37.50'/W090°11.00'  
N38°50.00'/W090°05.00'  
N38°48.83'/W090°50.98'  
N39°07.00'/W090°20.00'  
N38°38.00'/W090°17.00'  
N38°27.00'/W090°12.00'  
N38°27.50'/W090°05.68'  
N38°43.00'/W090°12.25'

## SALT LAKE CITY HELICOPTER CHART

VPAIR  
VPBEE  
VPBRN  
VPCAP  
VPCHS  
VPCOP  
VPCWY  
VPCYN  
VPFPC  
VPFPK  
VPGFS  
VPHVE  
VPJRT  
VPKSL  
VPLGN  
VPMDH  
VPMMT  
VPMSH  
VPNSL  
VPNTP  
VPOGE  
VPOPS  
VPPEN  
VPPPT  
VPPTM  
VPPVO  
VPRWY  
VPSLC  
VPTIP  
VPWBR  
VPWBT

SALTAIR  
SOUTH INTERCHANGE  
BARN  
STATE CAPITOL  
  
BINGHAM COPPER MINE  
CAUSEWAY  
PARLEYS CANYON  
FREE PORT CENTER  
FRANCIS PEAK  
GARFIELD STACK  
SPAGHETTI BOWL  
JORDAN RIVER TEMPLE  
KSL ANTENNA  
LAGOON AMUSEMENT PARK  
MCKAY DEE HOSPITAL  
MICROWAVE TOWERS  
  
  
  
GRAIN ELEVATOR  
POWER STATION  
STATE PRISON  
PROMONTORY POINT  
POINT OF THE MOUNTAIN  
PROVO CANYON  
  
I-15/I-80 INTERCHANGE  
SOUTH TIP  
WEBER CANYON

N40°44.85'/W112°11.22'  
N40°38.18'/W111°54.23'  
N40°54.28'/W112°10.15'  
N40°46.67'/W111°53.25'  
N40°42.28'/W112°05.92'  
N40°31.38'/W112°09.00'  
N41°05.37'/W112°07.17'  
N40°42.67'/W111°48.10'  
N41°05.92'/W112°02.27'  
N41°01.98'/W111°50.30'  
N40°43.28'/W112°11.88'  
N40°43.50'/W111°54.22'  
N40°35.02'/W111°55.58'  
N40°46.80'/W112°05.80'  
N40°59.08'/W111°53.57'  
N41°11.50'/W111°57.08'  
N40°48.50'/W111°53.37'  
N41°01.67'/W112°02.47'  
N40°50.15'/W111°54.90'  
N41°03.57'/W112°14.23'  
N41°13.13'/W112°00.45'  
N41°20.38'/W112°02.78'  
N40°29.88'/W111°53.62'  
N41°12.28'/W112°25.73'  
N40°27.42'/W111°54.83'  
N40°18.77'/W111°39.45'  
N40°48.48'/W112°00.33'  
N40°45.83'/W111°54.85'  
N40°50.93'/W112°10.92'  
N41°08.17'/W111°54.83'  
N40°38.00'/W112°03.33'

## SALT LAKE CITY TERMINAL AREA CHART/FLYWAY CHART

VPAIR  
VPBEE  
VPBRN  
VPCAP  
VPCHS  
VPCOP  
VPCVI  
VPCWY  
VPCYN  
VPFPC  
VPFPK  
VPGFS

SALTAIR  
SOUTH INTERCHANGE  
BARN  
STATE CAPITOL  
  
BINGHAM COPPER MINE  
CENTERVILLE INTERCHANGE  
CAUSEWAY  
PARLEYS CANYON  
FREE PORT CENTER  
FRANCIS PEAK  
GARFIELD STACK

N40°44.85'/W112°11.22'  
N40°38.18'/W111°54.23'  
N40°54.28'/W112°10.15'  
N40°46.67'/W111°53.25'  
N40°42.28'/W112°05.92'  
N40°31.38'/W112°09.00'  
N40°55.30'/W111°53.43'  
N41°05.37'/W112°07.17'  
N40°42.67'/W111°48.10'  
N41°05.92'/W112°02.27'  
N41°01.98'/W111°50.30'  
N40°43.28'/W112°11.88'

| WAYPOINT IDENT | COLLOCATED VFR CHECKPOINT | LOCATION               |
|----------------|---------------------------|------------------------|
| VPHVE          | SPAGHETTI BOWL            | N40°43.50'/W111°54.22' |
| VPJRT          | JORDAN RIVER TEMPLE       | N40°35.02'/W111°55.58' |
| VPKSL          | KSL ANTENNA               | N40°46.80'/W112°05.80' |
| VPLGN          | LAGOON AMUSEMENT PARK     | N40°59.08'/W111°53.57' |
| VPMDH          | MCKAY DEE HOSPITAL        | N41°11.50'/W111°57.08' |
| VPMMT          | MICROWAVE TOWERS          | N40°48.50'/W111°53.37' |
| VPMSh          | _____                     | N41°01.67'/W112°02.47' |
| VPNSL          | _____                     | N40°50.15'/W111°54.90' |
| VPNTP          | _____                     | N41°03.57'/W112°14.23' |
| VPOGE          | GRAIN ELEVATOR            | N41°13.13'/W112°00.45' |
| VPOPS          | POWER STATION             | N41°20.38'/W112°02.78' |
| VPPEP          | STATE PRISON              | N40°29.88'/W111°53.62' |
| VPPTT          | PROMONTORY POINT          | N41°12.28'/W112°25.73' |
| VPPTM          | POINT OF THE MOUNTAIN     | N40°27.42'/W111°54.83' |
| VPVPO          | PROVO CANYON              | N40°18.77'/W111°39.45' |
| VPRWY          | _____                     | N40°48.48'/W112°00.33' |
| VPSLC          | I-15/I-80 INTERCHANGE     | N40°45.83'/W111°54.85' |
| VPITP          | SOUTH TIP                 | N40°50.93'/W112°10.92' |
| VPUOU          | U OF U EVENTS CENTER      | N40°45.73'/W111°50.28' |
| VPWBR          | WEBER CANYON              | N41°08.17'/W111°54.83' |
| VPWBT          | _____                     | N40°38.00'/W112°03.33' |
| VPZOO          | HOGLE ZOO                 | N40°45.00'/W111°48.95' |

### SAN DIEGO TERMINAL AREA CHART/FLYWAY CHART

|       |                          |                        |
|-------|--------------------------|------------------------|
| VPLDP | DANA POINT               | N33°27.62'/W117°42.87' |
| VPLSP | SIGNAL PEAK              | N33°36.33'/W117°48.63' |
| VPOCN | _____                    | N33°14.15'/W117°26.63' |
| VPSBC | BARONA CASINO            | N32°56.25'/W116°52.60' |
| VPSBL | _____                    | N33°05.18'/W117°18.55' |
| VPSBM | BLACK MOUNTAIN           | N32°58.87'/W117°07.00' |
| VPSCF | _____                    | N32°48.55'/W117°09.17' |
| VPSCM | COWLES MOUNTAIN          | N32°48.72'/W117°01.97' |
| VPSCP | CRYSTAL PIER             | N32°47.77'/W117°15.42' |
| VPSCR | _____                    | N32°39.37'/W117°07.30' |
| VPSFB | IRON MOUNTAIN            | N32°58.25'/W116°57.33' |
| VPSLJ | LAKE JENNINGS            | N32°51.53'/W116°53.28' |
| VPSMB | _____                    | N32°45.57'/W117°12.22' |
| VPSMP | _____                    | N33°22.70'/W117°36.75' |
| VPSMS | MOUNT SOLEDAD            | N32°50.40'/W117°15.10' |
| VPSMV | _____                    | N32°45.75'/W117°09.80' |
| VPSMW | MOUNT WOODSON            | N33°00.52'/W116°58.23' |
| VPSOP | OTAY MESA PRISON         | N32°35.82'/W116°55.28' |
| VPSOT | LOWER OTAY LAKE          | N32°37.73'/W116°55.38' |
| VPSPL | SOUTH POINT LOMA         | N32°39.90'/W117°14.55' |
| VPSPP | POWER PLANT              | N33°08.25'/W117°20.23' |
| VPSQS | QUALCOMM STADIUM         | N32°46.98'/W117°07.23' |
| VPSRT | DEL MAR RACE TRACK       | N32°58.58'/W117°15.95' |
| VPSSM | SAN MIGUEL MOUNTAIN      | N32°41.78'/W116°56.18' |
| VPSSV | SAN VICENTE ISLAND       | N32°55.53'/W116°55.00' |
| VPSTP | TORREY PINES GOLF COURSE | N32°54.17'/W117°14.68' |
| VPSVA | _____                    | N33°11.48'/W117°16.38' |

### SAN FRANCISCO SECTIONAL CHART

|       |                 |                        |
|-------|-----------------|------------------------|
| VPKBG | KINGSBURY GRADE | N38°58.75'/W119°53.20' |
|-------|-----------------|------------------------|

### SAN FRANCISCO TERMINAL AREA CHART/FLYWAY CHART

|       |                          |                        |
|-------|--------------------------|------------------------|
| VPALT | ALTAMONT PASS            | N37°44.35'/W121°35.42' |
| VPANT | ANTIOCH BRIDGE           | N38°01.45'/W121°45.02' |
| VPBBR | BENICIA BRIDGE           | N38°02.50'/W122°07.45' |
| VPCL  | CALAVERAS RESERVOIR      | N37°28.16'/W121°48.93' |
| VPCBT | LAKE CHABOT              | N37°43.68'/W122°06.94' |
| VPCOY | COYOTE HILLS             | N37°32.50'/W122°05.06' |
| VPCQZ | CARQUINEZ BRIDGE         | N38°03.66'/W122°13.52' |
| VPCRL | _____                    | N37°11.00'/W121°41.06' |
| VPCRY | CRYSTAL SPRINGS CAUSEWAY | N37°30.56'/W122°21.10' |



## WAYPOINT IDENT

VPCSH  
VPDAM  
VPDLR  
VPDUB  
VPEMB  
VPGGF  
VPGIL  
VPHHH  
VPKGO  
VPLEX  
VPMID  
VPMOR  
VPMUM  
VPPAC  
VPPRU  
VPSAR  
VPSLA  
VPSTB  
VPSUN  
VPUTC  
VPWAL  
VPWAM  
VPWFR

## COLLOCATED VFR CHECKPOINT

CAL STATE UNIVERSITY  
DEL VALLE DAM  
  
DUBLIN  
EMBASSY SUITES  
GOLDEN GATE FIELDS  
GILROY  
HAMILTON  
KGO  
LEXINGTON RESERVOIR  
MID-SPAN SAN MATEO BRIDGE  
MORMON TEMPLE  
NUMMI PLANT  
  
PRUNEYARD  
SARATOGA  
SLAC/LINEAR ACCELERATOR  
STINSON BEACH  
SUNOL GOLF COURSE  
U.T.C.  
WALNUT CREEK  
  
CEMENT PLANT

## LOCATION

N37°39.52' /W122°03.52'  
N37°36.91' /W121°44.78'  
N37°07.00' /W121°47.06'  
N37°42.06' /W121°55.36'  
N37°26.05' /W121°53.83'  
N37°53.07' /W122°18.71'  
N37°01.37' /W121°33.99'  
N38°03.58' /W122°30.66'  
N37°31.58' /W122°06.10'  
N37°11.66' /W121°59.18'  
N37°36.28' /W122°11.81'  
N37°48.46' /W122°11.95'  
N37°29.56' /W121°56.58'  
N37°38.00' /W122°32.07'  
N37°17.33' /W121°56.01'  
N37°15.26' /W122°02.33'  
N37°24.75' /W122°14.35'  
N37°54.45' /W122°40.41'  
N37°34.85' /W121°53.23'  
N37°13.93' /W121°41.35'  
N37°53.78' /W122°04.30'  
N37°30.28' /W122°10.00'  
N37°30.88' /W122°12.26'

## TAMPA/ORLANDO TERMINAL AREA CHART/FLYWAY CHART

VPBOV  
VPCNY  
VPDAD  
VPDFI  
VPDUT  
VPEAR  
VPFFU  
VPGPE  
VPHUC  
VPKER  
VPLEV  
VPLJA

DADE CITY

CLEARWATER BEACH

ST PETE BEACH

LAKE PARKER

N27°57.00' /W080°46.75'  
N28°30.00' /W080°45.00'  
N28°22.57' /W082°11.25'  
N29°00.17' /W081°20.85'  
N27°37.70' /W082°09.10'  
N27°58.67' /W082°49.83'  
N28°57.08' /W081°00.33'  
N27°43.50' /W082°44.67'  
N28°19.87' /W082°43.77'  
N28°04.00' /W081°56.00'  
N28°48.00' /W080°52.00'  
N29°00.00' /W080°51.00'

## WASHINGTON SECTIONAL CHART

VPACE  
VPAXI  
VPBRA  
VPGCE  
VPWZO

N38°07.82' /W076°48.75'  
N38°34.57' /W076°20.38'  
N36°13.75' /W076°08.08'  
N36°03.90' /W076°36.42'  
N36°00.87' /W075°40.07'

**INTENTIONALLY  
LEFT  
BLANK**

## VOR RECEIVER CHECK VOR RECEIVER CHECKPOINTS AND VOR TEST FACILITIES (VOT)

The use of VOR airborne and ground checkpoints is explained in Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

NOTE: Under columns headed "Type of Checkpoint" & "Type of VOT Facility" G stands for ground. A/ stands for airborne followed by figures (2300) or (1000-3000) indicating the altitudes above mean sea level at which the check should be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.

### ARKANSAS

#### VOR RECEIVER CHECKPOINTS

| Facility Name (Arpt Name)                 | Freq/Ident | Type<br>Check<br>Pt.<br>Gnd.<br>AB/ALT | Azimuth<br>from<br>Fac.<br>Mag | Dist.<br>from<br>Fac.<br>N.M. | Checkpoint Description                                       |
|---|------------|--|--------------------------------|-------------------------------|--|
| <b>Flippin</b> .....                      | 112.8/FLP  | A/1900                                 | 053                            | 6.0                           | Over water tower at Mountain Home.                           |
| <b>Fort Smith</b> (Fort Smith Rgnl) ..... | 110.4/FSM  | G                                      | 226                            | 5.2                           | On runup area on twy to Rwy 25.                              |
|   | 110.4/FSM  | G                                      | 232                            | 6.2                           | On runup area on twy to Rwy 07.                              |
| <b>Gosnell</b> .....                      | 111.8/GOJ  | A/1700                                 | 105                            | 7.3                           | Over railroad bridge at Armorel.                             |
| <b>Harrison</b> (Boone County) .....      | 112.5/HRO  | G                                      | 135                            | 4.4                           | At int of N/S and E/W twys by trml bldg.                     |
| <b>Jonesboro</b> (Jonesboro Muni) .....   | 108.6/JBR  | G                                      | 227                            | 3.9                           | On NE ramp in front of airline terminal.                     |
| <b>Little Rock</b> (Adams Field) .....    | 113.9/LIT  | G                                      | 312                            | 3.8                           | At intersection of Twys G and F. VOR gnd chk point unusable. |
|   | 113.9/LIT  | G                                      | 310                            | 4.1                           | On Twy L at Twy A.   |
| <b>Pine Bluff</b> (Grider Field) .....    | 116.0/PBF  | G                                      | 182                            | 4.4                           | Center E/W twys front of twr.                                |

### LOUISIANA

#### VOR RECEIVER CHECKPOINTS

| Facility Name (Arpt Name)                         | Freq/Ident | Type<br>Check<br>Pt.<br>Gnd.<br>AB/ALT | Azimuth<br>from<br>Fac.<br>Mag | Dist.<br>from<br>Fac.<br>N.M. | Checkpoint Description                                     |
|---|------------|--|--------------------------------|-------------------------------|--|
| <b>Alexandria</b> (Alexandria Intl) .....         | 116.1/AEX  | G                                      | 328                            | 4.3                           | On runup Rwy 32.   |
| <b>Baton Rouge</b> (Baton Rouge Metro, Ryan) .... | 116.5/BTR  | A/1500                                 | 063                            | 7.2                           | Over water tank W side of arpt.                            |
| <b>Downtown</b> .....                             | 108.6/DTN  | A/1500                                 | 290                            | 10.0                          | Over white water tower in factory complex.                 |
| <b>Downtown</b> (Shreveport Downtown) .....       | 108.6/DTN  | G                                      | 278                            | .4                            | On NE side of Twy D by FBO parking area.                   |
| <b>Lafayette</b> (Lafayette Rgnl) .....           | 109.8/LFT  | A/1000                                 | 343                            | 22.1                          | Over rotating beacon at St. Landry Parish-Ahart Fld. arpt. |

# VOR RECEIVER CHECK

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| Facility Name (Arpt Name)                         | Freq/Ident | Type<br>Check<br>Pt.<br>Gnd.<br>AB/ALT | Azimuth<br>from<br>Fac.<br>Mag | Dist.<br>from<br>Fac.<br>N.M. | Checkpoint Description                    |
|---|------------|--|--------------------------------|-------------------------------|---|
|   | 109.8/LFT  | G                                      | 355                            | 0.5                           | On Twy F run up area Rwy 04L.             |
|   | 109.8/LFT  | G                                      | 341                            | 0.9                           | On Twy B run up area Rwy 11.              |
|   | 109.8/LFT  | G                                      | 025                            | 1.4                           | On Twy J run up area Rwy 22L.             |
| <b>Lake Charles</b> (Lake Charles Rgnl) .....     | 113.4/LCH  | A/1000                                 | 253                            | 6.2                           | Over rotg bcn on twr.                     |
| <b>Monroe</b> (Monroe Rgnl) .....                 | 117.2/MLU  | G                                      | 212                            | 0.7                           | On Twy G South of twr.                    |
| <b>Natchez</b> (Concordia Parish) .....           | 110.0/HEZ  | A/1000                                 | 247                            | 10.5                          | Over hangar NW end of fld.                |
| <b>Polk</b> (Fort Polk AAF) .....                 | 108.4/FXU  | A/2000                                 | 167                            | 4.5                           | Over water tower.                         |
| <b>Reserve</b> (St John The Baptist Parish) ..... | 110.8 RQR  | A/1500                                 | 270                            | 16.8                          | Over center of bridge.                    |
| <b>Tibby</b> (Houma-Terrebonne) .....             | 112.0/TBD  | A/1000                                 | 117                            | 10.7                          | Over intersection of Rwy 18-36 and 12-30. |
| <b>Tibby</b> (Thibodaux Muni) .....               | 112.0/TBD  | A/1000                                 | 353°                           | 5.0                           | Over microwave twr near arpt.             |

## VOR TEST FACILITIES (VOT)

| Facility Name<br>(Airport Name)      | Freq. | Type VOT<br>Facility | Remarks                                 |
|--------------------------------------|-------|----------------------|---|
| <b>New Orleans</b> (Lakefront) ..... | 111.0 | A/G                  | Within 5 NM radius between 2000'-3000'. |
| <b>Shreveport Rgnl</b> .....         | 108.2 | G                    |   |

## MISSISSIPPI

### VOR RECEIVER CHECKPOINTS

| Facility Name (Arpt Name)                                | Freq/Ident | Type<br>Check<br>Pt.<br>Gnd.<br>AB/ALT | Azimuth<br>from<br>Fac.<br>Mag | Dist.<br>from<br>Fac.<br>N.M. | Checkpoint Description                 |
|--|------------|--|--------------------------------|-------------------------------|--|
| <b>Caledonia</b> (Columbus AFB) .....                    | 115.2/CBM  | G                                      | 152                            | 0.7                           | On S hammerhead.                       |
|  |            | G                                      | 200                            | 0.5                           | At base ops.                           |
|  |            | G                                      | 298                            | 1.5                           | On N hammerhead T-38 runup.            |
| <b>Greenville</b> (Mid Delta Rgnl) .....                 | 110.2/GLH  | G                                      | 185                            | 2.3                           | On North ramp.                         |
| <b>McComb</b> (McComb-Pike Co-John E Lewis Fld) .....    | 116.7/MCB  | A/1400                                 | 234                            | 13.3                          | Over hangar.                           |
| <b>Meridian</b> (Key Field) .....                        | 117.0/MEI  | G                                      | 127                            | 4.0                           | On ramp in front of terminal building. |
| <b>Natchez</b> (Hardy-Anders Fld Natchez-Adams Co) ..... | 110.0/HEZ  | G                                      | 143                            | 0.5                           | On taxiway at apch end Rwy 31.         |

## VOR TEST FACILITIES (VOT)

| Facility Name<br>(Airport Name) | Freq. | Type VOT<br>Facility | Remarks |
|---------------------------------|-------|----------------------|---------|
| <b>Jackson-Evers Intl</b> ..... | 111.0 | G                    |         |

# VOR RECEIVER CHECK OKLAHOMA

## VOR RECEIVER CHECKPOINTS

| Facility Name (Arpt Name)                        | Freq/Ident | Type<br>Check<br>Pt.<br>Gnd.<br>AB/ALT | Azimuth<br>from<br>Fac.<br>Mag | Dist.<br>from<br>Fac.<br>N.M. | Checkpoint Description  |
|--|------------|--|--------------------------------|-------------------------------|---|
| <b>Ada</b> .....                                 | 117.8/ADH  | A/2000                                 | 036                            | 5.8                           | Over railroad and east/west highway in center of town of Francis. |
| <b>Ardmore</b> (Ardmore Muni) .....              | 116.7/ADM  | A/2000                                 | 045                            | 8.4                           | Over red and white water tower W side of arpt.                    |
| <b>Bartlesville</b> (Bartlesville Muni) .....    | 117.9/BVO  | G                                      | 166                            | 4.5                           | On parallel twy opposite terminal. OTS indef.                     |
| <b>Duncan</b> (Halliburton Field) .....          | 111.0/DUC  | G                                      | 327                            | 5.8                           | At compass rose.  |
| <b>Enid</b> (Vance AFB) .....                    | 115.4/END  | G                                      | 015                            | 0.6                           | On zero runup pad Rwy 17C.  |
|  | 115.4/END  | G                                      | 143                            | 0.8                           | On zero runup pad Rwy 35R.  |
|  | 115.4/END  | G                                      | 160                            | 0.9                           | On zero runup pad Rwy 35C.  |
| <b>Glenpool</b> (Richard Lloyd Jones Jr) .....   | 110.6/GNP  | A/2500                                 | 348                            | 7.2                           | Over intersection of rwy south Rwy 13 and Rwy 19R.                |
| <b>Hobart</b> (Hobart Rgnl) .....                | 111.8/HBR  | A/3500                                 | 343                            | 9                             | Railroad intersection east side of city.                          |
| <b>Lawton</b> (Lawton-Fort Sill Rgnl) .....      | 109.4/LAW  | G                                      | 349                            | 4.6                           | On taxiway between terminal and Rwy 17-35.                        |
| <b>McAlester</b> (McAlester Rgnl) .....          | 112.0/MLC  | G                                      | 350                            | 2                             | At intersection of ramp and twy.                                  |
| <b>Okmulgee</b> (Okmulgee Rgnl) .....            | 114.9/OKM  | A/2200                                 | 279                            | 10.2                          | Over intersection N/S railroad and E/W highway.                   |
| <b>Ponca City</b> (Ponca City Rgnl) .....        | 113.2/PER  | G                                      | 81                             | 2.9                           | At Apch end Rwy 17 on Twy A                                       |
|  | 113.2/PER  | G                                      | 107                            | 3.2                           | At South of ramp on Twy A   |
| <b>Sayre</b> (Sayre Muni) .....                  | 115.2/SYO  | A/3000                                 | 175                            | 10.4                          | VOR ground receiver checkpoints unusable. Over rotating beacon.   |
| <b>Stillwater</b> (Stillwater Rgnl) .....        | 108.4/SWO  | G                                      | 176                            | 4                             | At intersection of NW ramp and twy D.                             |
| <b>Wiley Post</b> (Wiley Post) .....             | 113.4/PWA  | G                                      | 157                            | 0.5                           | On runup pad to Rwy 35R.  |
|  | 113.4/PWA  | G                                      | 007                            | 0.7                           | On runup area to Rwy 17L.   |
| <b>Will Rogers</b> (Clarence E. Page Muni) ..... | 114.1/IRW  | A/2900                                 | 297                            | 12.8                          | Over apch end Rwy 35L.  |
| <b>Woodring</b> (Enid Woodring Rgnl) .....       | 109.0/ODG  | G                                      | 352                            | .5                            | On ramp W of terminal.  |

## VOR TEST FACILITIES (VOT)

| Facility Name<br>(Airport Name)                | Freq. | Type VOT<br>Facility | Remarks   |
|--|-------|----------------------|---|
| <b>Oklahoma City (Will Rogers World)</b> ..... | 108.8 | A/G                  | Within 10 NM radius between 3000' and 5000' VOT unusable on Twy H and Rwy 17L-35R N of Twy H-2 and Twy E N of Twy E-2/E-3 junction. |
| <b>Tulsa International</b> .....               | 109.0 |                      |   |

# VOR RECEIVER CHECK TEXAS

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## VOR RECEIVER CHECKPOINTS

| Facility Name (Arpt Name)                                      | Freq/Ident | Type<br>Check<br>Pt.<br>Gnd.<br>AB/ALT | Azimuth<br>from<br>Fac.<br>Mag | Dist.<br>from<br>Fac.<br>N.M. | Checkpoint Description  |
|--|------------|--|--------------------------------|-------------------------------|---|
| <b>Abilene</b> (Abilene Rgnl) .....                            | 113.7/ABI  | A/2800                                 | 047                            | 10.1                          | Over silos in center of Ft Phantom Lake.                        |
| <b>Alice</b> (Alice International) .....                       | 114.5/ALI  | G                                      | 272                            | 0.5                           | On twy near FBO.  |
| <b>Beaumont</b> (Southeast Texas Reg) .....                    | 114.5/BPT  | G                                      | 309                            | 0.8                           | On runup area for Rwy 12.                                       |
| <b>Borger</b> (Hutchinson Co) .....                            | 108.6/BGD  | G                                      | 173                            | 6.7                           | On twy intersection at N end of ramp.                           |
| <b>Brownsville</b> (Brownsville/South Padre Island Intl) ..... | 116.3/BRO  | G                                      | 247                            | 3.2                           | 3.2 NM on hold line Rwy 13R.                                    |
| <b>Brownwood</b> (Brownwood Rgnl) .....                        | 108.6/BWD  | A/2600                                 | 169                            | 6.2                           | Over rotating bcn.  |
| <b>Childress</b> (Childress Muni) .....                        | 117.6/CDS  | G                                      | 353                            | 3.7                           | At intersection of edge of ramp at center twy.                  |
| <b>College Station</b> (Easterwood Field).....                 | 113.3/CLL  | G                                      | 097                            | 3.2                           | On W edge of parking ramp.                                      |
| <b>Corpus Christi</b> (Corpus Christi Intl).....               | 115.5/CRP  | A/1100                                 | 187                            | 9.3                           | Over Rwy 32 thld.   |
| <b>Daisetta</b> (Liberty Muni).....                            | 116.9/DAS  | A/1200                                 | 195                            | 7.5                           | Over hangar S of arpt.  |
| <b>Dalhart</b> (Dalhart Muni).....                             | 112.0/DHT  | A/5000                                 | 176                            | 4.1                           | Over water tower on arpt.                                       |
| <b>Eagle Lake</b> (Eagle Lake) .....                           | 116.4/ELA  | A/1200                                 | 180                            | 4.1                           | Over water tank 0.4 NM SW of arpt.                              |
| <b>Fort Stockton</b> (Fort Stockton-Pecos County) .....        | 116.9/FST  | G                                      | 116                            | 4.0                           | On ramp N of terminal building.                                 |
| <b>Gray</b> (Skylark fld) .....                                | 111.8/GRK  | G                                      | 056                            | 7.6                           | On NE runup area.   |
| <b>Gregg Co</b> (East Texas Rgnl) .....                        | 112.3/GGG  | G                                      | 128                            | 2.4                           | At N end of ramp on twy to Rwy 13.                              |
| <b>Humble</b> (George Bush Intercontinental/Houston) .....     | 116.6/IAH  | G                                      | 339                            | 2.2                           | On runup pad Rwy 08.  |
| <b>Laredo</b> (Laredo International) .....                     | 117.4/LRD  | G                                      | 313                            | 4.1                           | On runup area of Twy F.   |
|  | 117.4/LRD  | G                                      | 318                            | 4.8                           | On runup area of Twy A.   |
| <b>Laughlin</b> (Del Rio Intl).....                            | 114.4/DLF  | A/2000                                 | 268                            | 7.7                           | Over rotating bcn.  |
|  | 114.4/DLF  | G                                      | 198                            | .5                            | On ramp AER 31L.  |
|  | 114.4/DLF  | G                                      | 275                            | .9                            | On ramp AER 13R.  |
| <b>Lubbock</b> .....   | 109.2/LBB  | A/4500                                 | 053                            | 4.5                           | Over water tank at intersection of railroad & road in New Deal. |
| <b>Lufkin</b> (Angelina County) .....                          | 112.1/LFK  | A/1300                                 | 331                            | 4.6                           | Over rotating bcn.  |
| <b>Marfa</b> (Marfa Muni) .....                                | 115.9/MRF  | A/6000                                 | 280                            | 3.6                           | Over gray-white tank north edge of town.                        |
| <b>McAllen</b> (McAllen Miller Intl) .....                     | 117.2/MFE  | G                                      | 331                            | 0.6                           | .6 NM on cargo ramp.  |
| <b>Midland</b> .....   | 114.8/MAF  | A/4000                                 | 224                            | 11                            | Over Odessa water tank.   |
| <b>Millsap</b> (Mineral Wells) .....                           | 117.7/MQP  | A/2000                                 | 329                            | 6.0                           | Over spillway of lake N of Mineral Wells arpt.                  |
| <b>Paris</b> (Cox fld) .....                                   | 113.6/PRX  | G                                      | 348                            | 5.6                           | At intersection of ramp and E/W twy.                            |
| <b>Pecos</b> .....   | 111.8/PEQ  | A/3600                                 | 105                            | 5.5                           | Over 419' transmission twr E of town of Pecos.                  |
| <b>Quitman</b> .....   | 114.0/UIM  | A/1500                                 | 241                            | 14.5                          | Over water tank in Alba.  |
| <b>Randolph</b> (Randolph AFB) .....                           | 112.3/RND  | G                                      | 337                            | 1.0                           | On AER 14R.   |

| Facility Name (Arpt Name)                                    | Freq/Ident | Type<br>Check<br>Pt.<br>Gnd.<br>AB/ALT | Azimuth<br>from<br>Fac.<br>Mag | Dist.<br>from<br>Fac.<br>N.M. | Checkpoint Description                                    |
|--|------------|--|--------------------------------|-------------------------------|---|
| <b>Rocksprings</b> .....                                     | 111.2/RSG  | A/3800                                 | 085                            | 4.8                           | Over 2804' antenna S of Rocksprings.                      |
| <b>San Angelo</b> (San Angelo Rgnl/Mathis Field) .....       | 115.1/SJT  | G                                      | 237                            | 2.6                           | On E edge of ramp in front of atct.                       |
| <b>Scholes</b> (Galveston Intl—Scholes Fld) .....            | 113.0/VUH  | G                                      | 138                            | .8                            | Taxiway/runup area East of Rwy 35 thld.                   |
| <b>Sinton</b> (Alfred C 'Bubba' Thomas) .....                | 115.5/CRP  | A/1000                                 | 318                            | 9.8                           | Over rotating bcn on arpt.                                |
| <b>Stinson</b> (Stinson Muni) .....                          | 108.4/SSF  | A/2000                                 | 337                            | 5.0                           | Over atct.  |
| <b>Sulphur Springs</b> .....                                 | 109.0/SLR  | A/1600                                 | 223                            | 7                             | Over projector booth and snackbar within outdoor theater. |
| <b>Temple</b> (Draughon—Miller Central Texas Rgnl) .....     | 110.4/TPL  | G                                      | 160                            | 3.6                           | At edge of ramp and twy in front of refueling office.     |
| <b>Tyler</b> (Tyler Pounds Rgnl) .....                       | 114.2/TYR  | G                                      | 082                            | .5                            | At intersection twys D and H                              |
| <b>Victoria</b> (Victoria Rgnl) .....                        | 109.0/VCT  | G                                      | 128                            | 3.2                           | At approach end of Rwy 12L.                               |
| <b>Wichita Falls</b> .....                                   | 112.7/SPS  | A/2000                                 | 228                            | 19.8                          | Over spillway at Lake Diversion.                          |
| <b>Wichita Falls</b> (Sheppard AFB/Wichita Falls Muni) ..... | 112.7/SPS  | G                                      | 093                            | 5.5                           | On Twy C runup area Rwy 33L.                              |
|  | 112.7/SPS  | G                                      | 075                            | 5.3                           | On Twy G AER 33R.   |
|  | 112.7/SPS  | G                                      | 064                            | 5.2                           | On Twy K AER 15L.   |
|  | 112.7/SPS  | G                                      | 068                            | 4.7                           | On Twy H runup area Rwy 15R.                              |
| <b>Wink</b> (Winkler County) .....                           | 112.1/INK  | A/3900                                 | 149                            | 5.9                           | Over intersection of rwys 04—22 and 13—31.                |

## VOR TEST FACILITIES (VOT)

| Facility Name<br>(Airport Name)         | Freq. | Type VOT<br>Facility | Remarks  |
|---|-------|----------------------|--|
| <b>Dallas Love Field</b> .....          | 113.3 | A/G                  | Airborne, use within 10 NM radius of Dallas Love field between 2000' and 10000'.   |
| <b>El Paso International</b> .....      | 111.0 | G                    | Used for ground only. Unusable on the west side of hangers south of the intersection of Twy A and the centerline of Rwy 04—22.                     |
| <b>Fort Worth Meacham Intl</b> .....    | 108.2 | G                    | Used for ground and airborne test. For airborne use within 10 NM radius of Fort Worth Meacham Intl clockwise fr 220°—310° between 2000' and 5700'. |
| <b>Houston</b> (William P. Hobby) ..... | 108.4 | G                    |  |
| <b>Midland Intl</b> .....               | 108.2 | G                    |  |
| <b>San Antonio International</b> .....  | 110.4 | G                    |  |

# PARACHUTE JUMPING AREAS

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The following tabulation lists all reported parachute jumping sites in the area of coverage of this directory. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. The busiest periods of activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Jumps within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.

Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.

Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact the nearest FSS, tower or ARTCC.

Qualified parachute jumping sites will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jump area is charted.

To qualify for charting, a jump area must meet the following criteria:

- (1) Been in operation for at least 1 year.
- (2) Operate year round (at least on weekends).
- (3) Log 4,000 or more jumps each year.

In addition, jump sites can be nominated by FAA Regions if special circumstances require charting.

| LOCATION  | DISTANCE AND RADIAL FROM<br>NEAREST VOR/VORTAC | MAXIMUM<br>ALTITUDE | REMARKS   |
|---|--|---------------------|---|
| <b>ARKANSAS</b>                                       |  |                     |   |
| (c) Blackjack Drop Zone.....                          | 33 NM; 009° Little Rock .....                  | 3,000               | Mon–Fri 0600–0200 and occasional weekends. Extensive activity, personnel and cargo, including instrument meteorological conditions drops. |
| Camp Chaffee, Arrowhead Drop Zone....                 | 6 NM; 160° Ft. Smith .....                     | 3,000               | Mon–Fri 0600–2300 and occasional weekends.  |
| Camp Robinson–All American Drop Zone                  | 15 NM; 332° Little Rock .....                  | 3,000               | Mon–Fri 0600–0200 and occasional weekends. Extensive activity, personnel and cargo, including instrument meteorological conditions drops. |
| Conway Drop Zone .....                                | 24 NM; 334° Little Rock .....                  | 12,500              | 0800–SS weekends and occasional weekdays.   |
| (c) Siloam Springs Muni.....                          | 18 NM; 256° Razorback.....                     | 15,000              | 5 NM radius. Sat–Mon 0700–0000.   |
| Texarkana.....  | 9 NM; 160° Texarkana.....                      | 13,000 AGL          | 0800–SS weekends and occasional weekdays  |
| <b>LOUISIANA</b>                                      |  |                     |   |
| (c) Baton Rouge .....                                 | 13NM; 060° Baton Rouge .....                   | 13,000              | Daily SR–SS   |
| (c) Belle Chasse .....                                | 2 NM; 054° Harvey.....                         | 7,500               | Daily SR–SS   |
| Bodcaw.....   | 16 NM; 083° Shreveport .....                   | 13,000              | Daily SR–SS   |
| (c) Breaux Bridge, Bordelon Airpark ....              | 9 NM; 042° Lafayette .....                     | 12,000              | Daily SR–SS   |
| (c) Mansfield, CE 'Rusty' Williams Arpt..             | 22 NM; 196° Elm Grove .....                    | 13,000              | 3 NM radius. Daily SR–SS  |
| (c) Opelousas, St Landry Parish—Ahart Fld.....        | 25 NM; 340° Lafayette .....                    | 11,500              | 3NM radius. Weekends 0700–1800.   |
| Slidell Arpt.....                                     | 13.8 NM; 195° Picayune.....                    | 14,500 AGL          | 3 NM radius. Daily SR–SS.   |
| <b>Louis Armstrong New Orleans Intl Tower 133.15.</b> |  |                     |   |
| <b>MISSISSIPPI</b>                                    |  |                     |   |
| Artesia, Carson Drop Zone .....                       | 11 NM; 188° Bigbee.....                        | 2,000 AGL           | Occasional use.   |
| (c) Batesville, Panola County Arpt .....              | 26 NM; 220° Holly Springs.....                 | 10,500 AGL          | 5 NM radius. Sat–Sun 0900–SS.   |
| Camp McCain Drop Zone.....                            | 31.9 NM; 067° Sidon .....                      | 17,999              | 5 NM radius. Weekdays and weekends, occasional nights, seldom holidays.   |
| Coldwater, Coldwater Drop Zone .....                  | 20 NM; 170° Memphis .....                      | 3,000               | 0600–2330 Mon–Fri and occasional weekends. Military use.  |
| Edwards, Kelly Drop Zone .....                        | 30 NM; 230° Jackson.....                       | 2,000 AGL           | Occasional use.   |
| Edwards, Noble Drop Zone .....                        | 31 NM; 225° Jackson.....                       | 2,000 AGL           | Occasional use.   |
| Grenada Drop Zone .....                               | 32.6 NM; 048° Sidon .....                      | 17,999              | 5 NM radius. Weekends, occasional nights, seldom holidays.  |
| Magee Drop Zone .....                                 | 50 NM; 148° Jackson.....                       | 12,500              | SR–SS weekends & holidays. Occasional use by National Guard.  |
| Rolling Fork, Wade Arpt .....                         | 32 NM; 180° Greenville .....                   | 12,500              | 10 NM radius. SR–SS Daily.  |
| Strong .....  | 6.5 NM; 289° Caledonia .....                   | 12,500              | Weekends and holidays SR–SS   |
| Terry, Windy Drop Zone .....                          | 28 NM; 190° Jackson .....                      | 2,000 AGL           | Occasional use.   |
| West Point, King Drop Zone.....                       | 7 NM; 305° Bigbee.....                         | 2,000 AGL           | Occasional use.   |



| LOCATION                                    | DISTANCE AND RADIAL FROM<br>NEAREST VOR/VORTAC | MAXIMUM<br>ALTITUDE | REMARKS  |
|---|--|---------------------|--|
| Yazoo City, Yazoo Co Arpt.....              | 27 NM; 322° Jackson .....                      | 13,000              | 3 NM radius. 0900–SS weekends and holidays.  |
| <b>OKLAHOMA</b>                             |  |                     |  |
| (c) Chickasha, Redhills Arpt.....           | 23 NM; 212° Will Rogers .....                  | 12,000              | 1 NM radius. Daily SR–SS.  |
| (c) Claremore, Sam Riggs Arpt.....          | 7.8 NM; 070° Tulsa.....                        | 11,000              | 2 NM radius. Weekends, and holidays, SR–SS. Occasional weekday and night jumps.                          |
| (c) Cushing Muni.....                       | 50 NM; 245° Tulsa.....                         | 14,000              | 5 NM radius SR until 1 hour after SS daily.  |
| (c) Eldorado, Sooner Drop Zone.....         | 22 NM; 247° Altus .....                        | 12,500 AGL          | 1 NM radius, Mon–Fri 0700–0200 and occasional weekends. Heavy jet activity, IFR and VFR conditions.      |
| (c) Goldsby, Paradise Air Haven Arpt ....   | 16 NM; 150° Will Rogers .....                  | 17,000              | 3 NM radius. Continuous.   |
| (c) Grandfield Muni.....                    | 21 NM; 324° Wichita Falls .....                | 13,500              | 5 NM radius. SR–SS weekends and holidays; occasional weekdays.   |
| (c) Hinton Muni Arpt.....                   | 37 NM; 277° Will Rogers .....                  | 16,000              | 3 NM radius. Weekends SR–SS.   |
| (c) Hugo, Nash Muni Arpt.....               | 52 NM; 155° McAlester .....                    | 13,000              | 3 NM radius. Daily SR–SS.  |
| Ketchum Craig Co South Grand Lake Arpt..... | 34 NM; 230° Neosho .....                       | 12,000              | 1 NM radius. Daily 0530–2000.  |
| Miami Muni Arpt.....                        | 21 NM; 126° Oswego .....                       | 13,000              | 3 NM radius. SR–SS daily.  |
| Okmulgee Rgnl Arpt.....                     | 4.3 NM; 241° Okmulgee .....                    | 15,000              | 3 NM radius. Sat, Sun and holidays SR–SS.  |
| (c) Skiatook .....                          | 15 NM; 310° Tulsa.....                         | 13,000              | 5 NM radius. Daily SR–SS, occasional ngts.   |
| Tahlequah Muni.....                         | 41 NM; 105° Tulsa.....                         | 13,500              | 5 NM radius. Daily SR–SS.  |
| <b>TEXAS</b>                                |  |                     |  |
| Abilene, Dyess AFB.....                     | 4 NM; 170° Abilene.....                        | 3,300               | Daily SR–SS  |
| Amarillo, Buffalo Fld.....                  | 13.5 NM; 213° Panhandle.....                   | 15,000              | Daily SR–SS  |
| (c) Anahuac, Chambers Co Arpt.....          | 14.5 NM; 013° Trinity.....                     | 17,500              | 5 NM radius. Daily SR–SS. Occasional ngts.   |
| (c) Beaumont Muni Arpt.....                 | 12.5 NM; 297° Beaumont .....                   | 15,000 AGL          | 0800–1 hour past SS, occasional ngts.  |
| (c) Beeville .....                          | 21 NM; 102° Three Rivers.....                  | 12,500              | 0900–SS weekends, holidays and occasional weekdays.  |
| (c) Brookshire, Sport Flyers (Pvt) Arpt..   | 22 NM, 052° Eagle Lake.....                    | 12,000              | 3 NM radius. Daily 1500–0045.  |
| (c) Bryan, Coulter Fld.....                 | 8 NM; 026° College Station.....                | 13,500              | 5 NM radius. Daily SR–SS, occasional ngts, occasional weekdays Wed–Fri. <b>Houston Center 120.4</b>      |
| (c) Caddo Mills.....                        | 29 NM; 176° Bonham.....                        | 15,000              | Fri–Sun dalgt hrs, 0600–2100 during summer. UNICOM 122.8/Fort Worth Center 132.02.                       |
| Camp Bullis.....                            | 6.5 NM; 305° San Antonio .....                 | 2,500 AGL           | 2 NM radius. Continuous.   |
| (c) Camp Swift, Blackwell Drop Zone....     | 15 NM; 119° Centex.....                        | 1,500 AGL           | Daily, occasional ngts.  |
| Dumas, Moore Co Arpt.....                   | 29 NM; 106° Dalhart.....                       | 13,700              | 3 NM radius. SR–2359 weekends and holidays, 1700–2359 weekdays.  |
| Ennis Muni Arpt.....                        | 24 NM; 285° Cedar Creek.....                   | 12,000              | 3 NM radius, Sat–Sun, Holidays   |
| (c) Centress Airpark.....                   | 38.7 NM; 193° Centex.....                      | 14,000              | 5 NM radius. Weekends SS–SR. Occasional weekdays and ngt jumps. <b>Austin–Bergstrom Intl Tower 119.0</b> |
| (c) Gladewater Muni Arpt .....              | 14 NM; 295° Gregg Co .....                     | 14,000              | 3 NM radius. 0700–2200 daily.  |
| (c) Hitchcock, Johnnie Volk Fld .....       | 8.5 NM; 302° Scholes .....                     | 12,500 AGL          | 1 NM radius 0800–SS daily.   |
| (c) Killeen, Ft. Hood,                      |  |                     |  |
| Antelope Drop Zone.....                     | 14.5 NM; 087° Gooch Springs...                 | 13,000 AGL          | Continuous   |
| (c) Killeen, Ft. Hood,                      |  |                     |  |
| Rapido Drop Zone.....                       | 25 NM; 053° Gooch Springs.....                 | 13,000 AGL          | 0.5 NM radius. Continuous.   |

# PARACHUTE JUMPING AREAS

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| LOCATION                                  | DISTANCE AND RADIAL FROM<br>NEAREST VOR/VORTAC | MAXIMUM<br>ALTITUDE | REMARKS  |
|---|--|---------------------|--|
| (c) Kingsville, Kleberg Co Arpt .....     | 11.5 NM; 175° Alice.....                       | 12,500              | Weekdays, 1200–SS; Sat, Sun,<br>holidays 0700–SS   |
| (c) Lexington Airfield (Pvt) Arpt .....   | 30 NM; 238° College Station.....               | 15,500              | 2 NM radius, Daily SR–Midnight.  |
| (c) Midlake Arpt.....                     | 7 NM; 084° Stinson .....                       | 15,000              | 1 NM radius. Daily SR–SS and<br>occasional nghts.  |
| (c) Nome, Farm Air Service (Pvt) Arpt...  | 21 NM; 278° Beaumont.....                      | 13,500              | 3 NM radius. Sat, Sun and<br>holidays, SR–SS.  |
| (c) Port Isabel-Cameron Co Arpt .....     | 15 NM; 357° Brownsville .....                  | 15,500              | 1 NM radius. Daily SR–SS.  |
| (c) Rhome, Rhome Meadows Arpt.....        | 24 NM; 307° Ranger .....                       | 11,500              | <b>Houston Center 119.5</b><br>2 NM radius. SR–SS Thu–Mon  |
| (c) Rosharon, B&B Airpark (Pvt) Arpt ...  | 20 NM; 205° Hobby.....                         | 15,000              | 2 NM radius. 1200–0200 daily.  |
| (c) Salado Arpt .....                     | 15.5 NM; 114° Gray .....                       | 15,000 AGL          | 5 NM radius. Continuous.   |
| Seagoville Arpt .....                     | 30.3 NM; 115° Maverick.....                    | 13,000              | SR–SS weekends and holidays and<br>occasional days.  |
| (c) Stanton Muni .....                    | 21 NM; 051° Midland .....                      | 14,500              | 5 NM radius. SR–SS weekends<br>and holidays.   |
| Stephenville, Clark Fld Muni .....        | 15.5 NM; 279° Glen Rose.....                   | 13,000              | 5 NM radius. SR–SS weekends<br>and holidays. <b>Ft. Worth Center<br/>127.15</b>                            |
| Terrell Muni Arpt .....                   | 32 NM; 349° Cedar Creek.....                   | 13,500              | 2 NM radius. SR–SS weekends<br>and holidays, occasional<br>weekdays.                                       |
| (c) Trenton, Tri-Co Aerodrome.....        | 8.6 NM; 230° Bonham.....                       | 14,500              | 2 NM radius. Daily 0800–2200.<br>Hi-density jump area, pilots are<br>advised to monitor UNICOM<br>123.075. |
| (c) Waller, Skydive Houston (Pvt) Arpt... | 18.9 NM, 151° Navasota .....                   | 24,000 AGL          | 3 NM radius, continuous.   |

The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, VFR Terminal Area, and Helicopter Route Charts listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot, and major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain chart currency. The data is grouped by type and then by effective date. When a new edition of the Aeronautical Chart is published, the corrective tabulation will be removed from this bulletin. Inasmuch as this Bulletin provides major changes only, pilots should consult the airport listing in this directory for all new information. Users of U.S. World Aeronautical Charts (WAC) and U.S. Gulf Coast VFR Aeronautical Charts should consult the appropriate Sectional and VFR Terminal Area Charts for revisions.

Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts, VFR Terminal Area, and Helicopter Route Charts. Only the route centerline, direction of flight and the route designator are shown — route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued generally every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. You are advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

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**ALBUQUERQUE SECTIONAL****84th Edition, 22 Oct 2009****OBSTRUCTIONS****22 Oct 2009 – 17 Dec 2009** No Major Changes.**AIRPORTS****22 Oct 2009 – 17 Dec 2009** No Major Changes.**NAVAIDS****22 Oct 2009 – 17 Dec 2009** No Major Changes.**AIRSPACE****22 Oct 2009 – 17 Dec 2009** No Major Changes.**SPECIAL USE AIRSPACE****22 Oct 2009 – 17 Dec 2009** No Major Changes.**MILITARY TRAINING ROUTES****22 Oct 2009 – 17 Dec 2009** No Major Changes.**MISCELLANEOUS****22 Oct 2009 – 17 Dec 2009** No Major Changes.

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**BROWNSVILLE SECTIONAL****84th Edition, 19 Nov 2009****OBSTRUCTIONS****17 Dec 2009** No Major Changes.**AIRPORTS****17 Dec 2009** No Major Changes.**NAVAIDS****17 Dec 2009** No Major Changes.**AIRSPACE****17 Dec 2009** No Major Changes.**SPECIAL USE AIRSPACE****17 Dec 2009** No Major Changes.**MILITARY TRAINING ROUTES****17 Dec 2009** No Major Changes.**MISCELLANEOUS****17 Dec 2009** No Major Changes.

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**CG-19 WORLD AERONAUTICAL CHART**  
**39th Edition, 4 Jun 2009****OBSTRUCTIONS****2 Jul 2009 – 17 Dec 2009** No Major Changes.**AIRPORTS****2 Jul 2009** Add arpt elev 1071, lighting code \*L, runway length 71 and unicom at GLENDALE arpt, 33°31'36"N, 112°17'42"W.**27 Aug 2009 – 17 Dec 2009** No Major Changes.**NAVAIDS****2 Jul 2009 – 17 Dec 2009** No Major Changes.**AIRSPACE****2 Jul 2009 – 17 Dec 2009** No Major Changes.**SPECIAL USE AIRSPACE****2 Jul 2009 – 17 Dec 2009** No Major Changes.**MILITARY TRAINING ROUTES****2 Jul 2009 – 17 Dec 2009** No Major Changes.**MISCELLANEOUS****2 Jul 2009 – 17 Dec 2009** No Major Changes.

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## DALLAS—FT. WORTH HELICOPTER ROUTE CHART

4th Edition, 16 Mar 2006

## OBSTRUCTIONS

**13 Apr 2006** No Major Changes.**8 Jun 2006** Add obst 1049' MSL (318' AGL), 33°12'08"N, 96°48'14"W.**3 Aug 2006** No Major Changes.**28 Sep 2006** Add obst 975' MSL (470' AGL), 32°51'03"N, 96°35'30"W.**23 Nov 2006 – 15 Mar 2007** No Major Changes.**10 May 2007** Add obst 1046' MSL (470' AGL) UC, 33°07'51"N, 97°06'04"W.**5 Jul 2007** Add obst 1059' MSL (319' AGL), 32°37'08"N, 97°12'20"W.**30 Aug 2007 – 20 Nov 2008** No Major Changes.**15 Jan 2009** Add obst 947' MSL (300' AGL) UC, 33°06'56"N, 96°44'23"W.**12 Mar 2009** Add obst 1497' MSL (509' AGL) UC, 32°30'14"N, 97°31'48"W.**7 May 2009 – 22 Oct 2009** No Major Changes.**17 Dec 2009** Add obst 1297' MSL (320' AGL) UC, 33°07'42"N, 97°29'43"W.

## AIRPORTS

**13 Apr 2006 – 8 Jun 2006** No Major Changes.**3 Aug 2006** Delete TURBOMECA heliport, 32°41'54"N, 97°02'59"W.

Delete TRIPLE S arpt, 32°40'30"N, 97°34'54"W.

**28 Sep 2006** Delete CARROLL arpt 32°33'25"N, 96°51'56"W.**23 Nov 2006** No Major Changes.**18 Jan 2007** Add Arlington ATCT 128.625, 32°39'49"N, 97°05'39"W.**15 Mar 2007** Delete Craig Airport, 32°55'00"N, 97°11'01"W.**10 May 2007** No Major Changes.**5 Jul 2007** Change Dallas Executive ATCT frequencies from 120.3 to 127.25, and from 257.8 to 335.6.

Add CTAF freq. 122.9 at PROPWASH arpt., 33°04'50"N, 97°21'32"W.

Change CTAF freq. 123.075 to 128.625 at ARLINGTON MUNI arpt, 32°39'49"N, 97°05'39"W.

**30 Aug 2007** Delete ALPINE RANGE arpt, 32°36'27"N, 97°14'31"W.

Delete BOE—WRINKLE arpt, 32°54'17"N, 97°35'42"W.

Delete CARROLL LAKE—VIEW arpt, 32°27'45"N, 97°06'51"W.

Delete CIRCLE C arpt, 32°53'45"N, 97°17'16"W.

Delete EISENBECK arpt, 32°29'08"N, 96°35'20"W.

Delete FLYING CAP VALLEY arpt, 32°56'11"N, 97°08'07"W.

Delete INTERNATIONAL arpt, 32°56'55"N, 97°19'44"W.

Delete MARKUM arpt, 32°41'42"N, 97°30'42"W.

Delete MILLER arpt, 32°34'30"N, 97°05'13"W.

Delete RED ACE arpt, 33°14'30"N, 97°37'16"W.

**25 Oct 2007** Change CTAF freq. 120.3 to 127.25 at DALLAS EXECUTIVE arpt, 32°40'51"N, 96°52'05"W.

Add CTAF 122.9 at Heritage Creek arpt, 33°10'7"N, 97°29'3"W.

**20 Dec 2007 – 2 Jul 2009** No Major Changes.**27 Aug 2009** Delete SAGINAW arpt, 32°51'45"N, 97°22'41"W.**22 Oct 2009 – 17 Dec 2009** No Major Changes.

## NAVAIDS

**13 Apr 2006** No Major Changes.**8 Jun 2006** Add LANCASTER NDB, freq. 239, ident (LNC), 32°34'39"N, 96°43'17"W.**3 Aug 2006 – 5 Jul 2007** No Major Changes.**30 Aug 2007** Delete REDBIRD NDB, 32°40'36"N, 96°52'15"W.**25 Oct 2007 – 17 Dec 2009** No Major Changes.

## AIRSPACE

**13 Apr 2006 – 27 Aug 2009** No Major Changes.**22 Oct 2009** Add FORT WORTH SPINKS, TX. Class D: That airspace extending upward from the surface up to but not including 3,000 feet MSL within a 4.1-mile radius of Fort Worth Spinks Airport, and within 1 mile each side of the 173° bearing from the airport extending from the 4.1-mile radius to 4.8 miles south of the airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.**17 Dec 2009** Add ARLINGTON, TX Class D: That airspace extending upward from the surface, to but not including 2,000 feet MSL within a 4-mile radius of Arlington Municipal Airport, excluding the portion east of a line between 32°43'48"N, 97°05'06"W, and 32°38'10"N, 97°3'26"W, and 32°36'16"N, 97°03'31"W, and excluding that airspace within the Dallas/Fort Worth, TX, Class B airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

Add GRAND PRAIRIE, TX Class D: That airspace extending upward from the surface, to but not including 2,000 feet MSL within a 3.8-mile radius of Grand Prairie Municipal Airport, excluding the portion west of a line between 32°45'00"N, 97°05'28"W, and 32°38'10"N, 97°03'26"W, and excluding that portion north of a line between 32°45'00"N, 97°05'28"W, and 32°45'00"N, 97°00'10"W, and excluding that airspace within the Dallas/Fort Worth, TX Class B airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

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**SPECIAL USE AIRSPACE****13 Apr 2006 – 17 Dec 2009** No Major Changes.**MILITARY TRAINING ROUTES****13 Apr 2006 – 17 Dec 2009** No Major Changes.**MISCELLANEOUS****13 Apr 2006** Change MEF 1<sup>4</sup> to 1<sup>5</sup> in quadrant 33°15'–33°30'N, 96°15'–96°30'W.**6 Jun 2006 – 17 Dec 2009** No Major Changes.**DALLAS–FT. WORTH SECTIONAL****83rd Edition, 24 Sep 2009****OBSTRUCTIONS****22 Oct 2009** Add obst 929' MSL (213' AGL), 33°56'44"N, 96°41'31"W.

Add obst 2223' MSL (388' AGL) UC, 34°49'50"N, 98°30'07"W.

Add obst 1364' MSL (350' AGL) UC, 34°21'46"N, 98°08'08"W.

Add obst 1325' MSL (350' AGL) UC, 34°17'30"N, 97°25'25"W.

Add obst 1302' MSL (350' AGL) UC, 34°17'11"N, 97°57'52"W.

Add obst 2423' MSL (263' AGL) UC, 32°06'09"N, 100°02'59"W.

**17 Dec 2009** Add obst 1261' MSL (410' AGL) UC, 34°51'25"N, 96°25'46"W.

Add obst 1736' MSL (313' AGL) UC, 35°04'50"N, 98°53'02"W.

Add obst 1328' MSL (304' AGL) UC, 35°07'05"N, 96°55'38"W.

Add obst 3259' MSL (332' AGL) UC, 35°50'46"N, 100°56'41"W.

Add obst 2196' MSL (385' AGL) UC, 34°31'56"N, 100°25'00"W.

Add obst 2294' MSL (300' AGL) UC, 32°07'41"N, 99°50'54"W.

Add obst 1354' MSL (320' AGL) UC, 33°09'07"N, 97°57'24"W.

Add obst 1012' MSL (360' AGL) UC, 35°49'17"N, 95°14'04"W.

Add obst 1418' MSL (310' AGL) UC, 34°52'59"N, 97°06'28"W.

Add obst 1553' MSL (349' AGL) UC, 35°06'58"N, 97°29'58"W.

Add obst 807' MSL (280' AGL) UC, 33°04'12"N, 96°30'10"W.

Add obst 1174' MSL (305' AGL) UC, 36°05'01"N, 96°35'42"W.

Add obst 1314' MSL (305' AGL) UC, 35°54'08"N, 96°34'52"W.

Add obst 1444' MSL (349' AGL) UC, 34°27'50"N, 97°24'22"W.

Add obst 1365' MSL (349' AGL) UC, 34°16'30"N, 98°07'23"W.

Add obst 1297' MSL (320' AGL) UC, 33°07'42"N, 97°29'43"W.

Add obst 2898' MSL (415' AGL) UC, 35°30'50"N, 99°53'29"W.

Add obst 2876' MSL (415' AGL) UC, 35°31'58"N, 99°57'18"W.

Add obst 2838' MSL (415' AGL) UC, 35°28'54"N, 99°54'35"W.

Add obst 2203' MSL (388' AGL) UC, 34°49'41"N, 98°29'45"W.

Add obst 1386' MSL (276' AGL), 36°13'06"N, 97°09'45"W.

**AIRPORTS****22 Oct 2009 – 17 Dec 2009** No Major Changes.**NAVAIDS****22 Oct 2009 – 17 Dec 2009** No Major Changes.**AIRSPACE****22 Oct 2009** Add FLOYDADA, TX, Class E: That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Floydada Municipal Airport.

Add FORT WORTH SPINKS, TX, Class D: That airspace extending upward from the surface up to but not including 3,000 feet MSL within a 4.1-mile radius of Fort Worth Spinks Airport, and within 1 mile each side of the 173° bearing from the airport extending from the 4.1-mile radius to 4.8 miles south of the airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory. Revise ADA, OK, Class E: That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Ada Municipal Airport, and within 4 miles each side of the 000° bearing from the airport extending from the 6.5-mile radius to 10.3 miles north of the airport, and within 4 miles each side of the 180° bearing from the airport extending from the 6.5-mile radius to 10.9 miles south of the airport, and within 1.6 miles each side of the 354° radial of the Ada VOR extending from the 6.5-mile radius to 11 miles northeast of the airport.

**17 Dec 2009** Add MIDLOTHIAN-WAXAHACHIE, TX Class E: That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Mid-Way Regional Airport and within 1.8 miles each side of the 184° bearing from the airport extending from the 6.5-mile radius to 9.8 miles south of the airport. Add ARLINGTON, TX Class D: That airspace extending upward from the surface, to but not including 2,000 feet MSL within a 4-mile radius of Arlington Municipal Airport, excluding the portion east of a line between 32°43'48"N, 97°05'06"W, and 32°38'10"N, 97°3'26"W, and 32°36'16"N, 97°03'31"W, and excluding that airspace within the Dallas/Fort Worth, TX, Class B airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.**CONTINUED ON NEXT PAGE**

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Add GRAND PRAIRIE, TX Class D: That airspace extending upward from the surface, to but not including 2,000 feet MSL within a 3.8-mile radius of Grand Prairie Municipal Airport, excluding the portion west of a line between 32°45'00"N, 97°05'28"W, and 32°38'10"N, 97°03'26"W, and excluding that portion north of a line between 32°45'00"N, 97°05'28"W, and 32°45'00"N, 97°00'10"W, and excluding that airspace within the Dallas/Fort Worth, TX Class B airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

**SPECIAL USE AIRSPACE**

**22 Oct 2009 – 17 Dec 2009** No Major Changes.

**MILITARY TRAINING ROUTES**

**22 Oct 2009 – 17 Dec 2009** No Major Changes.

**MISCELLANEOUS**

**17 Dec 2009** Change MEF 2<sup>3</sup> to 2<sup>4</sup> in quadrant 34°30'–35°00"N, 98°00'–98°30"W.  
Change MEF 2<sup>9</sup> to 3<sup>0</sup> in quadrant 35°00'–35°30"N, 99°30'–100°00"W.

## DALLAS FT. WORTH TERMINAL AREA CHART

### 74th Edition, 24 Sep 2009

**OBSTRUCTIONS**

**22 Oct 2009** No Major Changes.

**17 Dec 2009** Add obst 1354' MSL (320' AGL) UC, 33°09'07"N, 97°57'24"W.

Add obst 1297' MSL (320' AGL) UC, 33°07'42"N, 97°29'43"W.

**AIRPORTS**

**22 Oct 2009 – 17 Dec 2009** No Major Changes.

**NAVAIDS**

**22 Oct 2009 – 17 Dec 2009** No Major Changes.

**AIRSPACE**

**22 Oct 2009** Add FORT WORTH SPINKS, TX. Class D: That airspace extending upward from the surface up to but not including 3,000 feet MSL within a 4.1-mile radius of Fort Worth Spinks Airport, and within 1 mile each side of the 173° bearing from the airport extending from the 4.1-mile radius to 4.8 miles south of the airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

**17 Dec 2009** Add MIDLOTHIAN-WAXAHACHIE, TX Class E: That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Mid-Way Regional Airport and within 1.8 miles each side of the 184° bearing from the airport extending from the 6.5-mile radius to 9.8 miles south of the airport. Add ARLINGTON, TX Class D: That airspace extending upward from the surface, to but not including 2,000 feet MSL within a 4-mile radius of Arlington Municipal Airport, excluding the portion east of a line between 32°43'48"N, 97°05'06"W, and 32°38'10"N, 97°3'26"W, and 32°36'16"N, 97°03'31"W, and excluding that airspace within the Dallas/Fort Worth, TX, Class B airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

Add GRAND PRAIRIE, TX Class D: That airspace extending upward from the surface, to but not including 2,000 feet MSL within a 3.8-mile radius of Grand Prairie Municipal Airport, excluding the portion west of a line between 32°45'00"N, 97°05'28"W, and 32°38'10"N, 97°03'26"W, and excluding that portion north of a line between 32°45'00"N, 97°05'28"W, and 32°45'00"N, 97°00'10"W, and excluding that airspace within the Dallas/Fort Worth, TX Class B airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

**SPECIAL USE AIRSPACE**

**22 Oct 2009 – 17 Dec 2009** No Major Changes.

**MILITARY TRAINING ROUTES**

**22 Oct 2009 – 17 Dec 2009** No Major Changes.

**MISCELLANEOUS**

**22 Oct 2009 – 17 Dec 2009** No Major Changes.

## EL PASO SECTIONAL

### 83rd Edition, 30 Jul 2009

**OBSTRUCTIONS****27 Aug 2009** No Major Changes.**22 Oct 2009** Add obst 4390' MSL (310' AGL) UC, 32°04'52"N, 106°16'32"W.

Add obst 5015' MSL (250' AGL) UC, 30°23'40"N, 102°50'44"W.

**17 Dec 2009** No Major Changes.**AIRPORTS****27 Aug 2009 – 17 Dec 2009** No Major Changes.**NAVAIDS****27 Aug 2009 – 17 Dec 2009** No Major Changes.**AIRSPACE****27 Aug 2009 – 17 Dec 2009** No Major Changes.**SPECIAL USE AIRSPACE****27 Aug 2009 – 17 Dec 2009** No Major Changes.**MILITARY TRAINING ROUTES****27 Aug 2009 – 17 Dec 2009** No Major Changes.**MISCELLANEOUS****27 Aug 2009 – 17 Dec 2009** No Major Changes.

## HOUSTON HELICOPTER ROUTE CHART

### 6th Edition, 13 Mar 2008

**OBSTRUCTIONS****10 Apr 2008** Add obst 630' MSL (542' AGL) UC, 29°46'57"N, 95°32'44"W.

Add obst 454' MSL (307' AGL), 30°01'10"N, 95°35'57"W.

**5 Jun 2008 – 20 Nov 2008** No Major Changes.**15 Jan 2009** Add obst 575' MSL (500' AGL), 29°50'37"N, 95°24'30"W.**12 Mar 2009** No Major Changes.**7 May 2009** Add obst 405' MSL (387' AGL) UC, 29°34'00"N, 95°03'45"W.**2 Jul 2009** No Major Changes.**27 Aug 2009** Add obst 341' MSL (309' AGL), 29°22'30"N, 95°15'857"W.**22 Oct 2009** Add obst 2013' MSL (2000' AGL) UC, 29°18'01"N, 95°06'40"W.**17 Dec 2009** No Major Changes.**AIRPORTS****10 Apr 2008** Delete TEXAS MEDICAL CENTER heliport, 29°42'26"N, 95°23'33"W.**5 Jun 2008** No Major Changes.**31 Jul 2008** Change CTAF 122.8 to 122.9 at FLYIN' B arpt, 29°32'15"N, 95°25'25"W.**25 Sep 2008 – 7 May 2009** No Major Changes.**2 Jul 2009** Delete SKYHAVEN arpt, 29°50'00"N, 95°08'54"W.**27 Aug 2009 – 17 Dec 2009** No Major Changes.**NAVAIDS****10 Apr 2008 – 17 Dec 2009** No Major Changes.**AIRSPACE****10 Apr 2008 – 7 May 2009** No Major Changes.

**2 Jul 2009** Add CONROE, TX. Class D: That airspace extending upward from the surface to and including 2,700 feet MSL within a 4.1-mile radius of Lone Star Executive Airport, excluding that airspace within the 4.1-mile radius northeast of the intersection of the IAH VORTAC 356° radial and the TNV VORTAC 081° radial. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Add CONROE, TX. Class E: That airspace extending upward from the surface to and including 2,700 feet MSL within a 4.1-mile radius of Lone Star Executive Airport, excluding that airspace within the 4.1-mile radius northeast of the intersection of the IAH VORTAC 356° radial and the TNV VORTAC 081° radial. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

**27 Aug 2009 – 17 Dec 2009** No Major Changes.**SPECIAL USE AIRSPACE****10 Apr 2008 – 17 Dec 2009** No Major Changes.**MILITARY TRAINING ROUTES****10 Apr 2008 – 17 Dec 2009** No Major Changes.**MISCELLANEOUS****10 Apr 2008 – 17 Dec 2009** No Major Changes.



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**HOUSTON SECTIONAL**  
**84th Edition, 24 Sep 2009****OBSTRUCTIONS****22 Oct 2009** Add obst 798' MSL (420' AGL) UC, 32°05'24"N, 90°39'59"W.

Add obst 315' MSL (310' AGL) UC, 29°50'32"N, 92°10'33"W.

Add obst 2013' MSL (2000' AGL) UC, 29°18'01"N, 95°06'40"W.

**17 Dec 2009** Add obst 470' MSL (310' AGL) UC, 31°14'44"N, 91°19'10"W.

Add obst 256' MSL (233' AGL) UC, 30°25'47"N, 90°43'02"W.

Add obst 699' MSL (320' AGL) UC, 31°29'46"N, 91°14'16"W.

Add obst 680' MSL (309' AGL) UC, 30°49'50"N, 96°32'02"W.

Add obst 800' MSL (279' AGL) UC, 31°25'52"N, 96°29'45"W.

Add obst 250' MSL (231' AGL) UC, 30°26'08"N, 90°38'21"W.

Add obst 286' MSL (255' AGL) UC, 30°36'44"N, 91°57'29"W.

Add obst 367' MSL (335' AGL) UC, 30°26'46"N, 92°58'12"W.

**AIRPORTS****22 Oct 2009** Change RP 5W to RP 23W at PINEVILLE MUNI arpt, 31°20'31"N, 92°26'36"W.**17 Dec 2009** No Major Changes.**NAVAIDS****22 Oct 2009** No Major Changes.**17 Dec 2009** Delete WINNFIELD NDB, 31°57'46"N, 92°39'25"W.**AIRSPACE****22 Oct 2009 – 17 Dec 2009** No Major Changes.**SPECIAL USE AIRSPACE****22 Oct 2009 – 17 Dec 2009** No Major Changes.**MILITARY TRAINING ROUTES****22 Oct 2009 – 17 Dec 2009** No Major Changes.**MISCELLANEOUS****22 Oct 2009 – 17 Dec 2009** No Major Changes.

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**HOUSTON TERMINAL AREA CHART****72nd Edition, 24 Sep 2009****OBSTRUCTIONS****22 Oct 2009** Add obst 2013' MSL (2000' AGL) UC, 29°18'01"N, 95°06'40"W.**17 Dec 2009** No Major Changes.**AIRPORTS****22 Oct 2009 – 17 Dec 2009** No Major Changes.**NAVAIDS****22 Oct 2009 – 17 Dec 2009** No Major Changes.**AIRSPACE****22 Oct 2009 – 17 Dec 2009** No Major Changes.**SPECIAL USE AIRSPACE****22 Oct 2009 – 17 Dec 2009** No Major Changes.**MILITARY TRAINING ROUTES****22 Oct 2009 – 17 Dec 2009** No Major Changes.**MISCELLANEOUS****22 Oct 2009 – 17 Dec 2009** No Major Changes.

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**IFR GULF OF MEXICO CENTRAL**  
**1st Edition, 17 Dec 2009****OBSTRUCTIONS****17 Dec 2009** No Major Changes.**AIRPORTS****17 Dec 2009** No Major Changes.**NAVAIDS****17 Dec 2009** No Major Changes.**AIRSPACE****17 Dec 2009** No Major Changes.**SPECIAL USE AIRSPACE****17 Dec 2009** No Major Changes.**MILITARY TRAINING ROUTES****17 Dec 2009** No Major Changes.**MISCELLANEOUS****17 Dec 2009** No Major Changes.

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**IFR GULF OF MEXICO WEST**  
**1st Edition, 17 Dec 2009****OBSTRUCTIONS****17 Dec 2009** No Major Changes.**AIRPORTS****17 Dec 2009** No Major Changes.**NAVAIDS****17 Dec 2009** No Major Changes.**AIRSPACE****17 Dec 2009** No Major Changes.**SPECIAL USE AIRSPACE****17 Dec 2009** No Major Changes.**MILITARY TRAINING ROUTES****17 Dec 2009** No Major Changes.**MISCELLANEOUS****17 Dec 2009** No Major Changes.

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**KANSAS CITY SECTIONAL**  
**83rd Edition, 19 Nov 2009****OBSTRUCTIONS**

**17 Dec 2009** Add obst 1174' MSL (305' AGL) UC, 36°05'01"N, 96°35'42"W.  
Change to group obst 1178' MSL (335' AGL) UC, 37°01'30"N, 94°45'08"W.  
Add obst 1460' MSL (280' AGL), 36°32'20"N, 93°34'31"W.  
Add obst 1624' MSL (339' AGL) UC, 36°02'15"N, 93°55'05"W.  
Add obst 1591' MSL (315' AGL) UC, 36°53'31"N, 93°34'44"W.  
Add obst 1230' MSL (320' AGL) UC, 40°11'57"N, 95°02'00"W.

**AIRPORTS**

**17 Dec 2009** Delete TERAMIRANDA arpt, 36°36'30"N, 94°52'21"W.

**NAVAIDS**

**17 Dec 2009** No Major Changes.

**AIRSPACE**

**17 Dec 2009** Revise TOPEKA, KS Class D: That airspace extending upward from the surface to and including 3,600 feet MSL within a 4.9-mile radius of Forbes Field Airport, and within 2.2 miles each side of the RIPLY LOM 317° bearing extending from the 4.9-mile radius to 5.3 miles northwest of the airport and within 1.8 miles each side of the Forbes Field Airport ILS Localizer southeast course extending from the 4.9-mile radius to 0.9 miles southeast of the RIPLY LOM. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

Revise TOPEKA, KS Class E: That airspace within a 4.9-mile radius of Forbes Field Airport, and within 2.2 miles each side of the RIPLY LOM 317° bearing extending from the 4.9-mile radius to 5.3 miles northwest of the airport and within 1.8 miles each side of the Forbes Field Airport ILS Localizer southeast course extending from the 4.9-mile radius to 0.9 miles southeast of the RIPLY LOM. That airspace extending upward from 700 feet above the surface within a 7.4-mile radius of Forbes Field Airport, and within 3.1 miles each side of the Forbes Field Airport ILS localizer course extending from the 7.4-mile radius to 13 miles southeast of the airport, and within 3.5 miles each side of the Forbes Field Airport ILS localizer course extending from the 7.4-mile radius to 13 miles northwest of the airport.

Revise ST. LOUIS, MO Class E: that airspace extending upward from 700 feet above the surface within a 7.1-mile radius of Lambert-St. Louis International Airport, and within 4 miles southeast and 7 miles northwest of the Lambert-St. Louis International Airport Runway 24 ILS localizer course extending from the airport to 10.5 miles northeast of the ZUMAY LOM, and within 4 miles southwest and 7.9 miles northeast of the Lambert-St. Louis International Airport Runway 12R ILS localizer course extending from the airport to 10.5 miles northwest of the OBLIO LOM, and within 4 miles southwest and 7.9 miles northeast of the Lambert-St. Louis International Airport Runway 30L ILS localizer course extending from the airport to 8.7 miles southeast of the airport, and within a 6.8-mile radius of Spirit of St. Louis Airport, and within 3.9 miles each side of the 258° bearing from Spirit of St. Louis Airport extending from the 6.8-mile radius of Spirit of St. Louis Airport to 10.6 miles west of the airport, and within 2.6 miles each side of the 098° radial of the Foristell VORTAC extending from the 6.8-mile radius of Spirit of St. Louis Airport to 8.3 miles west of the airport, and within a 6.4-mile radius of St. Charles County Smartt Airport, and within a 6.9-mile radius of St. Louis Regional Airport, and within 4 miles each side of the 014° bearing from the Civic Memorial NDB extending from the 6.9-mile radius of St. Louis Regional Airport to 7 miles north of the airport, and within 4.4 miles each side of the 190° radial of the St. Louis VORTAC extending from 2 miles south of the VORTAC to 22.1 miles south of the VORTAC.

**SPECIAL USE AIRSPACE**

**17 Dec 2009** No Major Changes.

**MILITARY TRAINING ROUTES**

**17 Dec 2009** No Major Changes.

**MISCELLANEOUS**

**17 Dec 2009** No Major Changes.

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## MEMPHIS SECTIONAL

### 83rd Edition, 24 Sep 2009

**OBSTRUCTIONS****22 Oct 2009** Add obst 505' MSL (328' AGL), 34°21'56"N, 90°38'14"W.

Add obst 798' MSL (420' AGL) UC, 32°05'24"N, 90°39'59"W.

Add obst 979' MSL (499' AGL) UC, 34°13'53"N, 93°16'47"W.

Add obst 495' MSL (330' AGL) UC, 33°39'16"N, 92°40'34"W.

Add obst 945' MSL (645' AGL) UC, 33°38'59"N, 93°48'43"W.

**17 Dec 2009** Add obst 779' MSL (311' AGL) UC, 32°52'06"N, 89°10'13"W.

Add obst 558' MSL (311' AGL) UC, 32°45'06"N, 90°08'26"W.

Add obst 1465' MSL (304' AGL) UC, 36°05'39"N, 93°07'56"W.

Add obst 711' MSL (305' AGL) UC, 35°12'53"N, 92°27'30"W.

Add obst 820' MSL (311' AGL) UC, 32°58'38"N, 89°22'06"W.

Add obst 852' MSL (499' AGL) UC, 32°08'05"N, 90°03'41"W.

Add obst 826' MSL (256' AGL) UC, 32°54'53"N, 89°15'18"W.

Add obst 788' MSL (260' AGL) UC, 35°28'15"N, 88°31'00"W.

Change obst from 693' MSL (331' AGL) to 753' MSL (391' AGL), 32°28'00"N, 94°23'59"W.

Add obst 1624' MSL (339' AGL) UC, 36°02'15"N, 93°55'05"W.

Add obst 724' MSL (475' AGL) UC, 35°39'50"N, 89°56'44"W.

**AIRPORTS****22 Oct 2009** Add RP 35 to TUNICA MUNI arpt, 34°41'06"N, 90°20'52"W.**17 Dec 2009** FULTON ITAWAMBA CO arpt abandoned, 34°21'07"N, 88°22'38"W.

Delete abandoned arpt symbol, 33°54'17"N, 94°50'43"W.

Delete abandoned arpt symbol, 33°07'46"N, 94°58'32"W.

**NAVAIDS****22 Oct 2009** Shutdown PINHOOK NDB, 35°15'14"N, 88°12'15"W.

Change bearing 294° to 293° from HAMILTON VORTAC(HAB) 34°11'42"N, 88°00'45"W.

**17 Dec 2009** Shutdown CLARKSDALE NDB, 34°17'35"N, 90°30'56"W.**AIRSPACE****22 Oct 2009 – 17 Dec 2009** No Major Changes.**SPECIAL USE AIRSPACE****22 Oct 2009 – 17 Dec 2009** No Major Changes.**MILITARY TRAINING ROUTES****22 Oct 2009 – 17 Dec 2009** No Major Changes.**MISCELLANEOUS****22 Oct 2009** Change MEF 1<sup>0</sup> to 1<sup>1</sup> in quadrant 33°30'00"-34°00'00"N, 93°30'00"-94°00'00"W.**17 Dec 2009** No Major Changes.

## MEMPHIS TERMINAL AREA CHART

### 41st Edition, 24 Sep 2009

**OBSTRUCTIONS****22 Oct 2009** No Major Changes.**17 Dec 2009** Add obst 724' MSL (475' AGL) UC, 35°39'50"N, 89°56'44"W.**AIRPORTS****22 Oct 2009** Add RP 35 to TUNICA MUNI arpt, 34°41'06"N, 90°20'52"W.**17 Dec 2009** No Major Changes.**NAVAIDS****22 Oct 2009 – 17 Dec 2009** No Major Changes.**AIRSPACE****22 Oct 2009 – 17 Dec 2009** No Major Changes.**SPECIAL USE AIRSPACE****22 Oct 2009 – 17 Dec 2009** No Major Changes.**MILITARY TRAINING ROUTES****22 Oct 2009 – 17 Dec 2009** No Major Changes.**MISCELLANEOUS****22 Oct 2009 – 17 Dec 2009** No Major Changes.

**NEW ORLEANS SECTIONAL**  
**85th Edition, 19 Nov 2009****OBSTRUCTIONS****17 Dec 2009** Add obst 250' MSL (231' AGL), 30°26'08"N, 90°38'21"W.

Add obst 852' MSL (499' AGL), 32°08'05"N, 90°03'41"W.

Change obst from 544' MSL (310' AGL) to 644' MSL (410' AGL), 31°52'32"N, 90°10'15"W.

Add obst 651' MSL (470' AGL), 31°44'31"N, 88°32'22"W.

**AIRPORTS****17 Dec 2009** Delete WOLF RIVER ARPT, 30°54'52"N, 89°26'40"W.**NAVAIDS****17 Dec 2009** No Major Changes.**AIRSPACE****17 Dec 2009** No Major Changes.**SPECIAL USE AIRSPACE****17 Dec 2009** No Major Changes.**MILITARY TRAINING ROUTES****17 Dec 2009** No Major Changes.**MISCELLANEOUS****17 Dec 2009** No Major Changes.

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**NEW ORLEANS TERMINAL AREA CHART**  
**70th Edition, 19 Nov 2009****OBSTRUCTIONS****17 Dec 2009** Add obst 250' MSL (231' AGL), 30°26'08"N, 90°38'21"W.**AIRPORTS****17 Dec 2009** No Major Changes.**NAVAIDS****17 Dec 2009** No Major Changes.**AIRSPACE****17 Dec 2009** No Major Changes.**SPECIAL USE AIRSPACE****17 Dec 2009** No Major Changes.**MILITARY TRAINING ROUTES****17 Dec 2009** No Major Changes.**MISCELLANEOUS****17 Dec 2009** No Major Changes.

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**ST. LOUIS SECTIONAL**  
**81st Edition, 17 Dec 2009**

**OBSTRUCTIONS**

**17 Dec 2009** No Major Changes.

**AIRPORTS**

**17 Dec 2009** No Major Changes.

**NAVAIDS**

**17 Dec 2009** No Major Changes.

**AIRSPACE**

**17 Dec 2009** No Major Changes.

**SPECIAL USE AIRSPACE**

**17 Dec 2009** No Major Changes.

**MILITARY TRAINING ROUTES**

**17 Dec 2009** No Major Changes.

**MISCELLANEOUS**

**17 Dec 2009** No Major Changes.

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**SAN ANTONIO SECTIONAL**  
**84th Edition, 19 Nov 2009**

**OBSTRUCTIONS**

**17 Dec 2009** Add obst 916' MSL (485' AGL) UC, 29°25'02"N, 97°42'11"W.

Add obst 680' MSL (309' AGL) UC, 30°49'50"N, 96°32'02"W.

Add obst 800' MSL (279' AGL) UC, 31°25'52"N, 96°29'45"W.

**AIRPORTS**

**17 Dec 2009** No Major Changes.

**NAVAIDS**

**17 Dec 2009** Change name and ident of LAMPASAS (LZZ) VORTAC to GOOCH SPRINGS (AGJ), 31°11'08"N, 98°08'31"W.

Raise all outbound bearings from LAMPASAS VORTAC by 3 degrees, 31°11'08"N, 98°08'31"W.

**AIRSPACE**

**17 Dec 2009** No Major Changes.

**SPECIAL USE AIRSPACE**

**17 Dec 2009** No Major Changes.

**MILITARY TRAINING ROUTES**

**17 Dec 2009** No Major Changes.

**MISCELLANEOUS**

**17 Dec 2009** No Major Changes.

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## WICHITA SECTIONAL

83rd Edition, 39 Jul 2009

**OBSTRUCTIONS****27 Aug 2009** Add obst 2930' MSL (350' AGL) UC, 39°50'12"N, 100°10'48"W.

Add obst 1665' MSL (310' AGL) UC, 37°57'55"N, 97°09'08"W.

Add obst 2636' MSL (350' AGL) UC, 39°49'30"N, 99°35'27"W.

**22 Oct 2009** Add obst 1641' MSL (238' AGL), 37°59'00"N, 96°52'21"W.

Add obst 1782' MSL (260' AGL), 37°56'06"N, 97°51'53"W.

Add obst 1604' MSL (314' AGL), 37°30'30"N, 97°11'19"W.

Add obst 2978' MSL (350' AGL) UC, 36°19'02"N, 100°15'34"W.

Add obst 3298' MSL (315' AGL) UC, 38°55'12"N, 101°11'02"W.

Add obst 1588' MSL (320' AGL) UC, 37°29'57"N, 97°30'51"W.

**17 Dec 2009** Add obst 4645' MSL (350' AGL) UC, 38°49'03"N, 102°22'02"W.

Add obst 4549' MSL (350' AGL) UC, 39°03'34"N, 102°15'35"W.

Add obst 5259' MSL (350' AGL) UC, 37°22'54"N, 102°54'22"W.

Add obst 4300' MSL (350' AGL) UC, 37°22'52"N, 102°17'06"W.

Add obst 1620' MSL (310' AGL), 39°40'47"N, 96°45'01"W.

Add obst 1737' MSL (260' AGL), 37°53'35"N, 97°46'18"W.

Add obst 1947' MSL (310' AGL), 38°40'41"N, 97°58'53"W.

Add obst 1694' MSL (349' AGL) UC, 36°24'21"N, 98°21'05"W.

Add obst 2684' MSL (415' AGL) UC, 36°20'21"N, 99°32'08"W.

Add obst 2406' MSL (315' AGL) UC, 37°57'52"N, 99°06'48"W.

Add obst 3840' MSL (262' AGL) UC, 37°52'52"N, 102°00'15"W.

Add obst 3715' MSL (350' AGL) UC, 39°46'58"N, 101°22'34"W.

Add obst 1512' MSL (349' AGL) UC, 36°52'05"N, 97°36'27"W.

Add obst 2553' MSL (320' AGL) UC, 40°08'35"N, 99°49'29"W.

**AIRPORTS****27 Aug 2009** No Major Changes.**22 Oct 2009** Change CTAF/UNICOM freq to 123.075 at STEARMAN arpt, 37°46'30"N, 97°06'47"W.**17 Dec 2009** No Major Changes.**NAVAIDS****27 Aug 2009 – 17 Dec 2009** No Major Changes.**AIRSPACE****27 Aug 2009 – 17 Dec 2009** No Major Changes.**SPECIAL USE AIRSPACE****27 Aug 2009 – 17 Dec 2009** No Major Changes.**MILITARY TRAINING ROUTES****27 Aug 2009** IR-526 Revised

IR-513 Revised

IR-504 Revised

**22 Oct 2009 – 17 Dec 2009** No Major Changes**MISCELLANEOUS****27 Aug 2009 – 17 Dec 2009** No Major Changes.

## SUPPLEMENTAL COMMUNICATION REFERENCE

Contained within this tabulation, and listed alphabetically by airport name, are all private-use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

## UNITED STATES

| FACILITY NAME  | CHART & PANEL   |
|--|-----------------|
| <b>Frankfort, IL (LL40)</b><br>Chicago App/Dep Con 133.1 285.6   | L-28H           |
| <b>Glasgow Industrial, MT (Ø7MT)</b><br>Salt Lake Center App/Dep Con 126.85 305.2                            | H-1E, 2F, L-13D |
| <b>USAF Academy Bullseye Aux Airstrip, CO (C09Ø)</b><br>ASOS 118.325   | L-10F           |
| <b>West Kentucky Airpark, KY (5KY3)</b><br>Memphis Center App/Dep Con 133.65 292.15                          | L-16I           |
| <b>William P Gwinn, FL (Ø6FA)</b><br>Gwinn Tower 120.4 279.25 (Mon-Fri 1300-2100Z‡)<br>Gnd Con 121.65 279.25 | H-8I, L-23C     |

## CANADA

| FACILITY NAME  | CHART & PANEL     |
|--|-------------------|
| <b>Abbotsford, BC (CYXX)</b><br>ATIS 119.8 (1500-0700Z‡)<br>Victoria Trml App/Dep Con 132.7 (Avbl on ground) 290.8<br>Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500-0700Z‡) Gnd Con 121.8<br>MF 119.4 295.0 (0700-1500Z‡) (Shape irregular to 4500')             | H-1B, L-12F       |
| <b>Amos/Magny, QC (CYEY)</b><br>Montreal Center App/Dep Con 125.9  | H-11B             |
| <b>Atikokan Muni, ON (CYIB)</b><br>MF 122.3 (5 NM to 4500' No ground station)  | L-14I             |
| <b>Barrie-Orillia (Lake Simcoe Rgnl), ON (CYLS)</b><br>AWOS 122.55 (Pvt)<br>Toronto Center App/Dep Con 124.025   | H-11B, L-31D      |
| <b>Bar River, ON (CPF2)</b><br>Toronto Center App/Dep Con 132.65   | L-31C             |
| <b>Bathurst, NB (CZBF)</b><br>Moncton Center App/Dep Con 134.25  | L-32J             |
| <b>Boundary Bay, BC (CZBB)</b><br>ATIS 125.5 (1500-0700Z‡)<br>Vancouver App/Dep Con 132.3 363.8<br>Tower 118.1 (Inner) 127.6 (Outer) (1500-0700Z‡) Gnd Con 124.3<br>MF 118.1 (0700-1500Z‡ to 2000'. Vancouver Trml 125.2 above 2000'. Shape irregular to 2500'.) | H-1B, L-1E        |
| <b>Brampton, ON (CNC3)</b><br>Toronto Trml App/Dep Con 119.3 253.1   | L-31D             |
| <b>Brandon Muni, MB (CYBR)</b><br>Winnipeg Center App/Dep Con 132.25 285.4<br>MF 122.1 (5 NM to 4000')   | H-2H              |
| <b>Brantford, ON (CYFD)</b><br>Toronto Trml App/Dep Con 128.27   | L-31D             |
| <b>Brockville-Thousand Islands Rgnl Tackaberry, ON (CNL3)</b><br>Montreal Center App/Dep Con 134.675   | L-32G             |
| <b>Bromont, QC (CZBM)</b><br>Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM to 3400')  | L-32G             |
| <b>Burlington Airpark, ON (CZBA)</b><br>Toronto Center App/Dep Con 119.3 253.1   | L-31D             |
| <b>Castlegar, BC (CYCG)</b><br>Vancouver Center App/Dep Con 134.2 227.3<br>MF 122.1 (5 NM to 6500')  | H-1C              |
| <b>Centralia/James T. Fld Muni, ON (CYCE)</b><br>Toronto Center App/Dep Con 135.30   | H-10G, 11B, L-31D |
| <b>Charlottetown, PE (CYYG)</b><br>Moncton Center App/Dep Con 135.65 384.8 MF 118.0 (5 NM to 3200')  | H-11E, L-32J      |
| <b>Chatham-Kent, ON (CNZ3)</b><br>Cleveland Center App/Dep Con 132.25  | H-10G, L-30G      |



| FACILITY NAME  | CHART & PANEL     |
|--|-------------------|
| <b>Collingwood, ON (CNY3)</b><br>Toronto Center App/Dep Con 124.02   | H-11B, L-31D      |
| <b>Cornwall Rgnl, ON (CYCC)</b><br>Boston Center App/Dep Con 135.25 377.1  | L-32G             |
| <b>Cranbrook/Canadian Rockies Intl, BC (CYXC)</b><br>Vancouver Center App/Dep Con 133.6 MF 122.3 (5 NM to 6100')   | H-1C              |
| <b>Debert, NS (CCQ3)</b><br>Halifax Trml App/Dep Con 119.2   | H-11E, L-32J      |
| <b>Digby, NS (CYID)</b><br>Moncton Center App/Dep Con 123.9  | L-32J             |
| <b>Downsview, ON (CYZD)</b><br>Toronto Center App Con 133.4<br>Toronto Center Dep Con 133.4<br>MF 126.2 (1300-2300Z±, 3 NM to 1700')   | H-11B, L-31E      |
| <b>Drummondville, QC (CSC3)</b><br>Montreal Center App/Dep Con 132.35  | L-32H             |
| <b>Earlton (Timiskaming Rgnl), ON (CYXR)</b><br>MF 122.0 (5 NM to 3800')<br>AWOS 128.6   | H-11B             |
| <b>Elliot Lake Muni, ON (CYEL)</b><br>Toronto Center App/Dep Con 135.4   | L-31C             |
| <b>Fort Frances Muni, ON (CYAG)</b><br>Minneapolis Center App/Dep Con 120.9  | L-14H             |
| <b>Fredericton Intl, NB (CYFC)</b><br>ATIS 127.55<br>Moncton Center App/Dep Con 124.3 135.5 270.8<br>Tower 119.0 (1200-2000Z, DT 1100-1900Z) Gnd Con 121.7 (Ltd hrs)<br>MF 119.0 (2000-1200Z, DT 1900-1100Z 5 NM to 3500') | H-11E, L-32I      |
| <b>Goderich, ON (CYGD)</b><br>Toronto Center App/Dep 135.3 266.3   | H-11B, L-31D      |
| <b>Greenwood, NS (CYZX)</b><br>ATIS 128.85 244.3 (1100-0000Z±)<br>App/Dep Con 120.6 335.9 Tower 119.5 126.2 236.6 324.3<br>Gnd Con 133.75 289.4 Cinc Del 128.05 283.9  | H-11E, L-32J      |
| <b>Grimsby Air Park, ON (CNZ8)</b><br>Toronto Trml App/Dep Con 128.27 268.75 Tower 125.0 308.475   | L-31E             |
| <b>Halifax/Shearwater, NS (CYAW)</b><br>ATIS 129.175 (Ltd hrs)<br>App/Dep Con 119.2 Tower 119.0 126.2 340.2 360.2 (Ltd hrs)<br>Gnd Con 121.7 250.1   | H-11E, L-32J      |
| <b>Halifax/Stanfield Intl, NS (CYHZ)</b><br>ATIS 121.0<br>Moncton Center App/Dep Con 118.7 119.2 128.55 135.3 225.2 363.8<br>Tower 118.4 236.6 Gnd Con 121.9 275.8 Cinc Del 123.95<br>Apron Advisory 122.125               | H-11E, L-32J      |
| <b>Hamilton, ON (CYHM)</b><br>ATIS 128.1<br>Toronto Trml App/Dep Con 128.27 268.75 Tower 119.7 125.0<br>Gnd Con 121.6  | H-10H, 11B, L-11B |
| <b>Kingston, ON (CYGK)</b><br>Montreal Center App/Dep Con 135.05 398.4 (0400-1115Z±)<br>MF 122.5 (1115-0400Z± 5 NM to 3300')   | H-11C, L-31E, 32F |
| <b>Kitchener/Waterloo, ON (CYKF)</b><br>ATIS 125.1 (1200-0400Z±)<br>Toronto Trml App/Dep Con 128.275<br>Waterloo Tower 126.0 118.55 (1200-0400Z±) Gnd Con 121.8<br>MF 126.0 (0400-1200Z± 5 NM to 4000')                    | H-11B, L-31D      |
| <b>Lachute, QC (CSE4)</b><br>Montreal Center App Con 124.65 132.85 268.3<br>Montreal Center Dep Con 132.85 268.3   | L-32G             |
| <b>La Tuque, QC (CYLQ)</b><br>Montreal Center App/Dep Con 134.5  | H-11C             |
| <b>Langley, BC (CYNJ)</b><br>ATIS 124.5 (1630-0230Z, DT 1530-0330Z)<br>Victoria Trml 132.7 290.8 Tower 119.0 (1630-0230Z, DT 1530-0330Z)<br>Gnd Con 121.9 MF 119.0 (0230-1630Z, DT 0330-1530Z 3 NM to 1900')               | L-1E              |

| FACILITY NAME   | CHART & PANEL             |
|---|---------------------------|
| Leamington, ON (CLM2)<br>Cleveland Center App/Dep Con 132.45  | L-30F                     |
| Lethbridge, AB (CYQL)<br>ATIS 124.4 (1300-0545Z‡)<br>Edmonton Center App/Dep Con 132.75 265.2 MF 121.0 (5 NM to 6000')  | H-1D                      |
| Lindsay, ON (CNF4)<br>Toronto Center App/Dep Con 134.25   | L-31E, L-32F              |
| Liverpool/South Shore Rgnl, NS (CYAU)<br>Moncton Center App/Dep Con 123.9   | L-32J                     |
| London, ON (CYXU)<br>ATIS 127.8 (1120-0345Z‡)<br>Toronto Center App/Dep 135.3 135.625<br>Tower 119.4 125.65 (1120-0345Z‡) Gnd Con 121.9<br>MF 119.4 (0345-1120Z‡ 5 NM to 3000')   | H-10G, 11B,<br>L-30G, 31D |
| Manitowaning/Manitoulin East Muni, ON (CYEM)<br>Toronto Center App/Dep 135.4 260.9  | L-31C                     |
| Maniwaki, QC (CYMW)<br>Montreal Center App/Dep Con 126.57   | L-32G                     |
| Mascouche, QC (CSK3)<br>MF 122.35 (5 NM to 2500'. No gnd station. Excluding the portion S of the<br>N shore of Riviere des Milles-Iles and 1 NM around Lac Agile Mascouche arpt.)   | L-32G                     |
| Medicine Hat, AB (CYXH)<br>AWOS 124.875 (0345-1245Z‡)<br>MF 122.2 (1245-0345Z‡ 5 NM to 5400')   | H-1D                      |
| Midland/Huron, ON (CYEE)<br>Toronto Center App/Dep 124.025  | L-31D                     |
| Miramichi, NB (CYCH)<br>Moncton Center App/Dep Con 123.7  | H-11E, L-32J              |
| Moncton/Greater Moncton Intl, NB (CYQM)<br>ATIS 128.65<br>App/Dep 124.4 Tower 120.8 236.6 Gnd Con 121.8 275.8<br>Apron Advisory 122.075   | H-11E, L-32J              |
| Mont-Laurier, QC (CSD4)<br>Montreal Center App/Dep Con 126.57   | L-32G                     |
| Montreal Intl (Mirabel), QC (CYMX)<br>ATIS 125.7<br>Montreal Center App Con 124.65 132.85 268.3<br>Montreal Dep Con 132.85<br>MF 119.1 (7 NM shape irregular to 2000') VFR Advisory 134.15  | H-11C, 12K, L-32G         |
| Montreal/Pierre Elliott Trudeau Intl, QC (CYUL)<br>ATIS 133.7<br>Montreal Trml App Con 118.9 124.65 126.9 132.85 268.3<br>Tower 119.9 267.1 Gnd Con 121.9 275.8 Clnc Del 125.6 Apron 122.075<br>Montreal Trml Dep Con 118.9 (SE-S-SW) 124.65 268.3 (W-NW-NE)<br>VFR Advisory 134.15   | H-11C, 12K, L-32G         |
| Montreal/St-Hubert, QC (CYHU)<br>ATIS 124.9 (Apr-Oct 1045-0500Z‡, Nov-Mar 1045-0400Z) AWOS 124.9<br>Montreal Center App/Dep Con 125.15 268.3<br>St. Hubert Tower 118.4 (Apr-Oct 1045-0500Z‡, Nov-Mar 1045-0400Z)<br>Gnd Con 126.4 MF 118.4 (Apr-Oct 0500-1045Z‡, Nov-Mar<br>0400-1045Z 5 NM shape irregular to 2500') VFR Advisory 134.15 | H-11C, L-32G              |
| Muskoka, ON (CYQA)<br>AWOS 124.575<br>MF 122.3 (5 NM to 3900')  | H-11B, L-31D              |
| Nanaimo, BC (CYCD)<br>Victoria Trml App/Dep 120.8 133.95 252.3 MF 122.1 1330-0530Z‡ (5 NM to 2500')   | H-1B, L-1E                |
| North Bay, ON (CYYB)<br>ATIS 124.9 (1130-0300Z‡)<br>Toronto Center App/Dep 121.225 127.25<br>MF 118.3 (1130-0330Z‡ 7 NM to 5000')   | H-11B, L31D               |
| Oshawa, ON (CYOO)<br>ATIS 125.675 (1130-0330Z‡)<br>Toronto Trml App Con 133.4<br>Tower 120.1 (1130-0330Z‡) Gnd Con 118.4<br>Toronto Trml Dep Con 133.4 MF 120.1 (0330-1130Z‡ 5 NM to 3000')   | L-31E                     |

| FACILITY NAME   | CHART & PANEL     |
|---|-------------------|
| <b>Ottawa/Carp, ON (CYRP)</b><br>ATIS 121.15<br>Ottawa Trml App/Dep Con 128.175 252.5   | L-31E, 32F        |
| <b>Ottawa/Gatineau, QC (CYND)</b><br>Ottawa Trml App/Dep Con 127.7 128.175 252.5<br>MF 122.3 (5 NM shape irregular to 2500')<br>VFR Advisory Ottawa Trml 127.7  | H-11C, L-32G      |
| <b>Ottawa/MacDonald-Cartier Intl, ON (CYOW)</b><br>ATIS 121.15<br>Ottawa App Con 135.15 Tower 118.8 120.1 341.3<br>Gnd Con 121.9 Clnc Del 119.4<br>Ottawa Dep Con 128.175   | L-11C             |
| <b>Owen Sound/Billy Bishop Rgnl, ON (CYOS)</b><br>Toronto Center App/Dep 132.575 290.6  | L-31D             |
| <b>Pelee Island, ON (CYPT)</b><br>Cleveland Center App/Dep Con 126.35 360.0   | L-30F             |
| <b>Pembroke, ON (CYTA)</b><br>Montreal Center App/Dep Con 135.2<br>Petawawa Advisory 126.4 250.1 (Mon-Fri 1300-2130Z†, OT PPR)  | H-11C, L-31E, 32F |
| <b>Penticton, BC (CYYF)</b><br>Vancouver Center App/Dep Con 133.5 351.3 MF 118.5 (5 NM to 4100')  | H-1B              |
| <b>Peterborough, ON (CYPQ)</b><br>AWOS 126.925<br>Toronto Center App/Dep 134.25   | H-11B, L-31E, 32F |
| <b>Pincher Creek, AB (CZPC)</b><br>Edmonton Center App/Dep Con 132.75 265.2   | H-1D              |
| <b>Pitt Meadows, BC (CYPK)</b><br>ATIS 125.0 (1500-0700Z‡)<br>Vancouver Center App Con 128.6 352.7 (Outer)<br>Pitt Tower 126.3 (1500-0700Z‡) Gnd Con 123.8<br>Vancouver Center Dep Con 132.3 363.8 (South)<br>MF 126.3 (0700-1500Z‡) (3NM to 2500') | L-1E              |
| <b>Quebec/Jean Lesage Intl, QC (CYQB)</b><br>ATIS 134.6<br>Montreal Center App/Dep Con 124.0 127.85 135.025 270.9 322.8<br>(185.65 Quebec Twr VFR acft at or below 3000') Tower 118.65 236.6<br>Gnd Con 121.9 250.0                                 | H-11D, L-32H      |
| <b>Riviere Du Loup, QC (CYRI)</b><br>AWOS 122.025 (Pvt)<br>Montreal Center App/Dep Con 125.1 299.6  | H-11D             |
| <b>Rouyn Noranda, QC (CYUY)</b><br>Montreal Center App/Dep Con 125.9<br>MF 122.2 (5 NM to 4000')  | H-11B             |
| <b>Saint John, NB (CYSJ)</b><br>Moncton Center App/Dep Con 124.3 135.5 270.8 MF 118.5 (5 NM to 3400')   | H-11E, L-32J      |
| <b>Sarnia (Chris Hadfield), ON (CYZR)</b><br>Toronto Center 134.375   | H-10G, 11B, L-30F |
| <b>Sault Ste Marie, ON (CYAM)</b><br>ATIS 133.05 (1300-0100Z‡)<br>Toronto Center App/Dep Con 132.65 344.5<br>Tower 118.8 (1300-0100Z‡) Gnd Con 121.7<br>MF 118.8 (0100-1300Z‡ 5 NM irregular shape to 3000')  | H-2K, L-31B       |
| <b>Sherbrooke, QC (CYAM)</b><br>AWOS 126.25<br>Montreal Center App/Dep Con 132.55 MF 123.5 (Ltd hrs 5 NM to 3800')  | H-11D, L-32H      |
| <b>South Renfrew Muni, ON (CNP3)</b><br>Montreal Center App/Dep 124.275   | L-31E, 32F        |
| <b>Southport, MB (CYPG)</b><br>ATIS 120.85 (Mon-Fri 1400-2300Z‡ except holidays)<br>Tower 126.2 384.2 (Mon-Fri 1400-2300Z‡ except holidays)<br>Gnd Con 121.7 275.8  | H-2H              |

| FACILITY NAME  | CHART & PANEL     |
|--|-------------------|
| <b>Springwater Barrie Airpark, ON (CNA3)</b><br>Toronto Center App/Dep Con 124.025   | L-31D             |
| <b>St. Catharines/Niagara District, ON (CYSN)</b><br>ATIS 128.525 (1215-0200Z‡)<br>Toronto Trml App/Dep Con 133.4 253.1<br>MF 123.25 (1215-0200Z‡ 5 NM to 3300')   | H-10H, 11B, L-31E |
| <b>St. Frederic, QC (CSZ4)</b><br>Montreal Center App/Dep Con 135.025 270.9  | L-32H             |
| <b>St. Georges, QC (CYSG)</b><br>Montreal Center App/Dep Con 132.35<br>MF 122.15 (5 NM 3900' ASL)  | H-32H, L-11D      |
| <b>St. Jean, QC (CYJN)</b><br>Montreal Center App/Dep Con 125.15 268.3<br>Tower 118.2 (Apr-Oct 1230-0230Z‡ Nov-Mar 1300-0200Z‡)<br>Gnd Con 121.7   | L-32G             |
| <b>Sudbury, ON (CYSB)</b><br>ATIS 127.4<br>Toronto Center App/Dep Con 135.5<br>MF 125.5 (7 NM to 4000')  | H-31B, 10G, L-31D |
| <b>Summerside, PE (CYSU)</b><br>AWOS 122.55 (Pvt)<br>Moncton Center App/Dep Con 124.4 384.8  | H-11E, L-32J      |
| <b>Thunder Bay, ON (CYQT)</b><br>ATIS 128.8 (1100-0400Z‡)<br>Winnipeg Center App/Dep Con 132.125 (0400-1100Z‡)<br>Tower 118.1 (1100-0400Z‡) Gnd Con 121.9<br>App/Dep 119.2 MF 118.1 (0400-1100Z‡ 5 NM to 4000')  | H-2J, L-14J       |
| <b>Timmins, ON (CYTS)</b><br>ATIS 124.95 (1000-0500Z‡)<br>Toronto Center App/Dep Con 128.3 226.3 MF 122.3 (5 NM to 4000')  | H-11B             |
| <b>Toronto/Buttonville Muni, ON (CYKZ)</b><br>ATIS 127.1 (1200-0400Z‡)<br>Toronto Center App Con 133.4 Toronto Center Dep Con 133.4<br>Tower 124.8 119.9 (1200-0400Z‡) Gnd Con 121.8<br>MF 124.8 (0400-1200Z‡ No gnd station. 5 NM shape irregular to below 2500')                                     | L-31E             |
| <b>Toronto/City Centre, ON (CYTZ)</b><br>ATIS 133.6 (1130-0400Z‡)<br>App Con 133.4 Dep Con 133.4<br>Tower 118.2 119.2 (1130-0400Z‡) Gnd Con 121.7  | L-31E             |
| <b>Toronto/Lester B Pearson Intl, ON (CYYZ)</b><br>ATIS 120.825<br>App Con 124.475 125.4 132.8 Dep Con 127.575 128.8<br>Tower 118.35 118.7 Gnd Con 118.0 119.1 121.65 121.9<br>Clnc Del 121.3 (1200-0400Z‡) VFR Advisory 119.3 133.4   | H-11B, L-31D      |
| <b>Trenton, ON (CYTR)</b><br>ATIS 135.45 257.7<br>App/Dep Con 128.4 324.3 Tower 128.7 236.6 Gnd Con 121.9 275.8<br>Clnc Del 124.35 286.4   | H-11C, L-31E, 32F |
| <b>Trenton/Mountain View, ON (CPZ3)</b><br>Trenton Mil Advisory 268.0  | H-11C, L-31E, 32F |
| <b>Trois-Rivieres, QC (CYRQ)</b><br>Montreal Center App/Dep Con 128.225 229.2<br>MF 123.0 (5 NM to 3200')  | H-11C, L-32H      |
| <b>Val-d'Or, QC (CYVO)</b><br>Montreal Center App/Dep Con 125.9 308.3<br>MF 118.5 (1030-0325Z‡ 5 NM to 4000')  | H-11B             |
| <b>Vancouver Intl, BC (CYVR)</b><br>ATIS 124.6 124.75<br>App Con 128.6 128.17 352.7 (Outer) 133.1 134.225 352.7 (Inner)<br>Dep Con 126.125 (north) 132.3 (south) 363.8<br>Tower 118.7 (south) 119.55 (north) VFR 124.0 125.65 226.5 236.6<br>Gnd Con 121.7 (south) 127.15 (north) 275.8 Clnc Del 121.4 | H-1B, L-1E        |

| FACILITY NAME  | CHART & PANEL |
|--|---------------|
| <b>Victoria Intl, BC (CYYJ)</b><br>ATIS 118.8 (1400-0800Z‡)<br>App Con 125.95 308.4 Dep Con 133.85 308.4<br>Tower 119.1 (Outer) 119.7 (Inner) 239.6<br>Gnd Con 121.9 361.4 (1400-0800Z‡ OT ctc Kamloops 119.7)<br>Clncl Del 126.4 (1400-0800Z‡)            | H-1B, L-1E    |
| <b>Victoriaville, QC (CSR3)</b><br>Montreal Center App Con 132.35  | L-32H         |
| <b>Waterville/Kings Co Muni, NS (CCW3)</b><br>Greenwood Trml App/Dep Con 120.6 335.9<br>Greenwood Tower 119.5 324.3  | L-32J         |
| <b>Warton, ON (CYVW)</b><br>Toronto Center App/Dep Con 132.575<br>MF 122.2 (5 NM to 3700')   | H-11B, L-31D  |
| <b>Windsor, ON (CYQG)</b><br>ATIS 134.5 (1130-0330Z‡)<br>Detroit App/Dep Con 126.85 127.5 134.3 348.3 363.2<br>Tower 124.7 (1130-0330Z‡) Gnd Con 121.7<br>MF 124.7 (0330-1130Z‡ 6 NM irregular shape to below 3000')<br>VFR Advisory Detroit App Con 134.3 | H-10G, L-8J   |
| <b>Yarmouth, NS (CYQI)</b><br>Moncton Center App/Dep Con 123.9 368.5 MF 123.0 (5 NM to 3100')  | H-11E, L-32I  |

## MEXICO

| FACILITY NAME  | CHART & PANEL  |
|--|----------------|
| <b>Abraham Gonzalez Intl (MMCS)</b><br>Juarez App Con 119.9 Juarez Tower 118.9   | H-4K, L-6F     |
| <b>Del Norte Intl (MMAN)</b><br>ATIS 127.55 (1300-0300Z‡)<br>Monterrey App 119.75 120.4 Tower 118.6  | H-7B, L-20G    |
| <b>Durango Intl (MMDO)</b><br>ATIS 132.1<br>Tower 118.1 Durango Info 122.3   | H-7A           |
| <b>General Abelardo L. Rodriguez Intl (MMTJ)</b><br>ATIS 127.9<br>Tijuana App Con 119.5 120.3 Tijuana Tower 118.1 Clncl Del 122.35<br>Tijuana Info 132.1 | H-4H, L-4H     |
| <b>General Lucio Blanco Intl (MMRX)</b><br>Reynosa App Con 118.8 Reynosa Tower 118.8   | H-7B, L-20H    |
| <b>General Mariano Escobedo Intl (MMMY)</b><br>ATIS 127.7<br>Monterrey App Con 119.75 120.4 Monterrey Tower 118.1 Gnd Con 121.9                          | H-7B, L-20G    |
| <b>General R Fierro Villalobos Intl (MMCU)</b><br>ATIS 127.9<br>Chihuahua App Con 121.0 Chihuahua Tower 118.4  | L-6I           |
| <b>General Rodolfo Sanchez Taboada Intl (MMML)</b><br>ATIS 127.6<br>Mexicali App Con 118.2 Mexicali Tower 118.2 Mexicali Info 123.9 122.3                | H-4H, L-4J, 5A |
| <b>General Servando Canales (MMMA)</b><br>Matamoros App Con 118.0 Matamoros Tower 118.0  | H-7C, L-21A    |
| <b>Plan De Guadalupe Intl (MMIO)</b><br>Saltillo App Con 127.4 Saltillo Tower 118.4  | H-7B           |
| <b>Quetzalcoatl Intl (MMNL)</b><br>Nuevo Laredo App Con 118.3 Nuevo Laredo Tower 118.3   | H-7B, L-20G    |
| <b>Torreon Intl (MMTC)</b><br>App Con 119.6 Tower 118.5  | H-7A           |

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




In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the A/FD. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the A/FD may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

## GENERAL INFORMATION





### PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., , , .
2. Approach lighting systems that do not bear a system identification are indicated with a negative "0" beside the name. A star (★) indicates non-standard PCL, consult the individual airport in the front portion of the A/FD, e.g., ★. To activate lights use frequency indicated in the communication section of the chart with a  or the appropriate lighting system identification e.g., UNICOM 122.8 , , .

| <u>KEY MIKE</u>          | <u>FUNCTION</u>                                     |
|--------------------------|---|
| 7 times within 5 seconds | Highest intensity available                         |
| 5 times within 5 seconds | Medium or lower intensity (Lower REIL or REIL-off)  |
| 3 times within 5 seconds | Lowest intensity available (Lower REIL or REIL-off) |

### CHART CURRENCY INFORMATION

FAA procedure amendment number  Amdt 11A 99365  Date of latest change  
 Orig 00365 

The Chart Date identifies the Julian date the chart was added to the volume or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest addition or change was first published.

The Procedure Amendment Number precedes the Chart Date, and changes any time instrument information (e.g., DH, MDA, approach routing, etc.) changes. Procedure changes also cause the Chart Date to change.

### MISCELLANEOUS

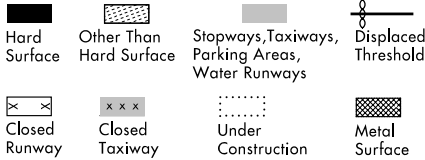
- ★ Indicates a non-continuously operating facility, see the individual airport in the front portion of the A/FD.
- # Indicates control tower temporarily closed UFN.

09071  
LEGEND

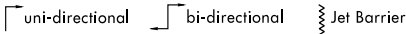
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM

Runways



**ARRESTING GEAR:** Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



**ARRESTING SYSTEM**

**REFERENCE FEATURES**

|                       |   |
|-----------------------|---|
| Buildings.....        | ■ |
| Tanks.....            | ● |
| Obstructions.....     | ▲ |
| Airport Beacon #..... | ☆ |
| Runway                |   |
| Radar Reflectors..... | ▼ |
| Control Tower #.....  | ■ |
| Hot Spot.....         | ○ |

# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A **D** symbol is shown to indicate runway declared distance information available, see appropriate A/FD, Alaska or Pacific Supplement for distance information.

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g.,  
RWY 14-32 S75, T185, ST175, TT325  
PCN 80 F/D/X/U

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point.....

Runway Threshold elevation.....THRE 123

Runway TDZ elevation.....TDZE 123

Runway Slope.....0.3% DOWN

(shown when runway slope is greater than or equal to 0.3%)  
0.8% UP

**NOTE:**

Runway Slope measured to midpoint on runways 8000 feet or longer.

**U.S. Navy Optical Landing System (OLS)** "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

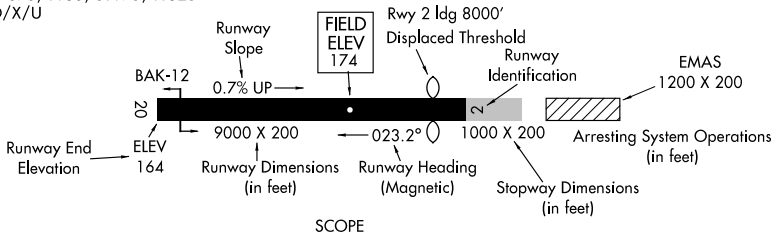
True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

**NOTE:**

All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FUP. (Foreign Only)



Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations and provide information for updating Computer Based Navigation Systems (I.E., INS, GPS) aboard aircraft. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

LEGEND



## AIRPORT DIAGRAMS

## HOT SPOTS

An "Airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

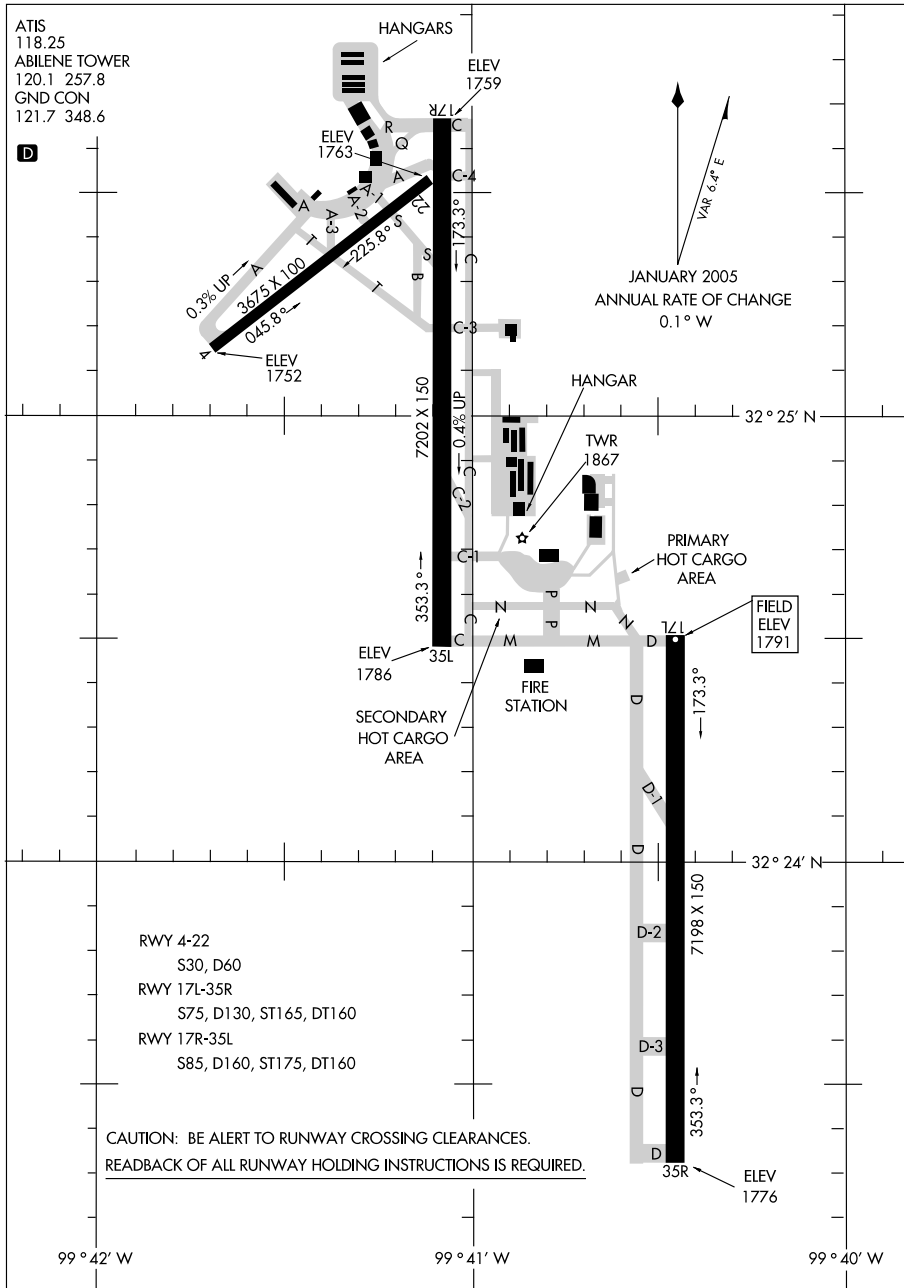
A "hot spot" is a runway safety related problem area on a airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HOT<sup>1</sup>", "HOT<sup>2</sup>", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| CITY/AIRPORT       | HOT SPOT         | DESCRIPTION   |
|--------------------|------------------|---|
| <b>TEXAS</b>       |                  |   |
| MIDLAND            |                  |   |
| MIDLAND INTL (MAF) | HOT <sup>1</sup> | Twy B and Twy P merge.  |
|                    | HOT <sup>2</sup> | Area not visible from tower. Limited air traffic services provided. |
|                    | HOT <sup>3</sup> | Area not visible from tower. Limited air traffic services provided. |

09183

# AIRPORT DIAGRAM

ABILENE/ABILENE RGNL (ABI)  
ABILENE, TEXAS



# AIRPORT DIAGRAM

09183

ABILENE, TEXAS  
ABILENE/ABILENE RGNL (ABI)



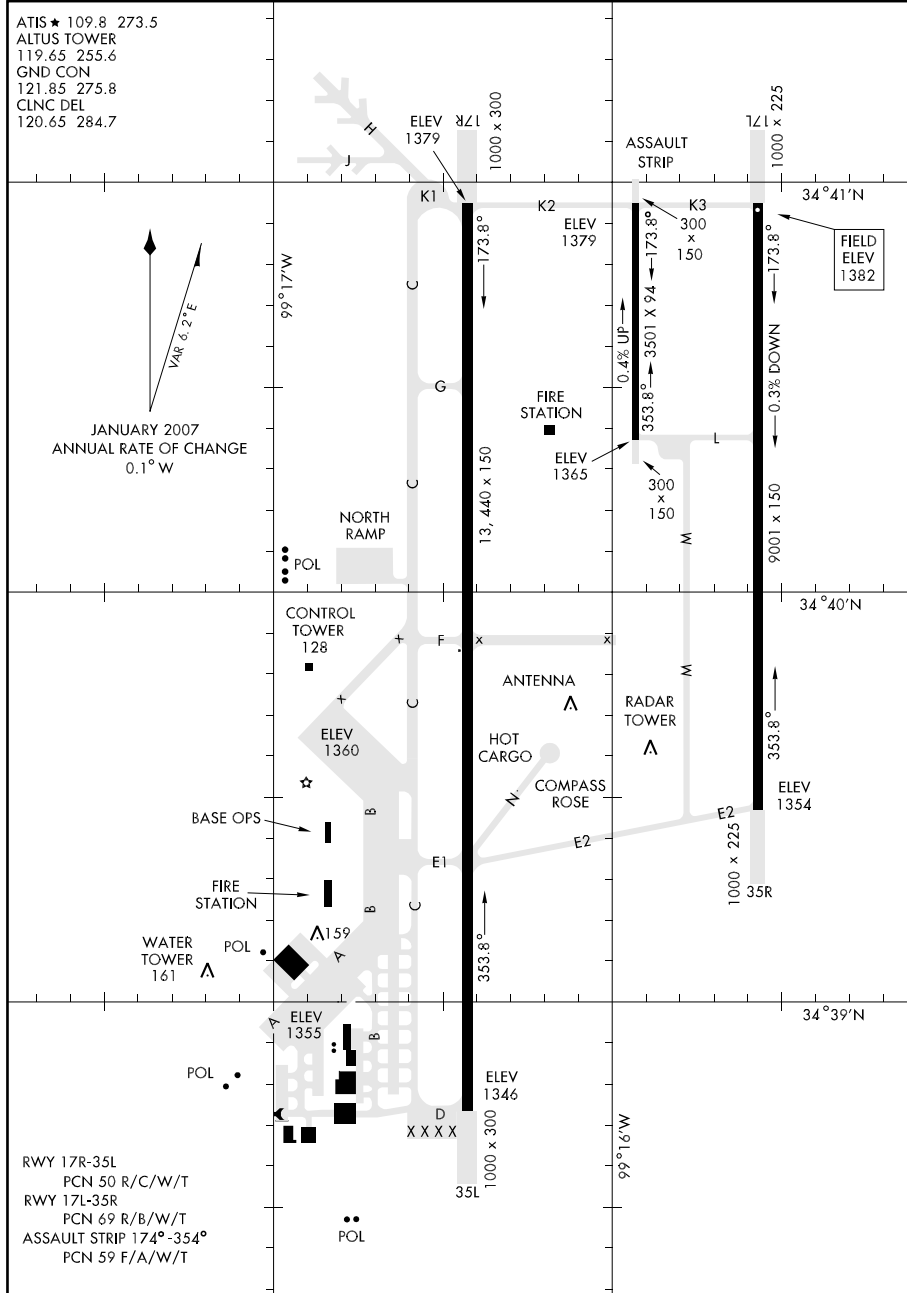
07298

# AIRPORT DIAGRAM

AFD-482 [USAF]

ALTUS AFB (KLTS)

ALTUS, OKLAHOMA

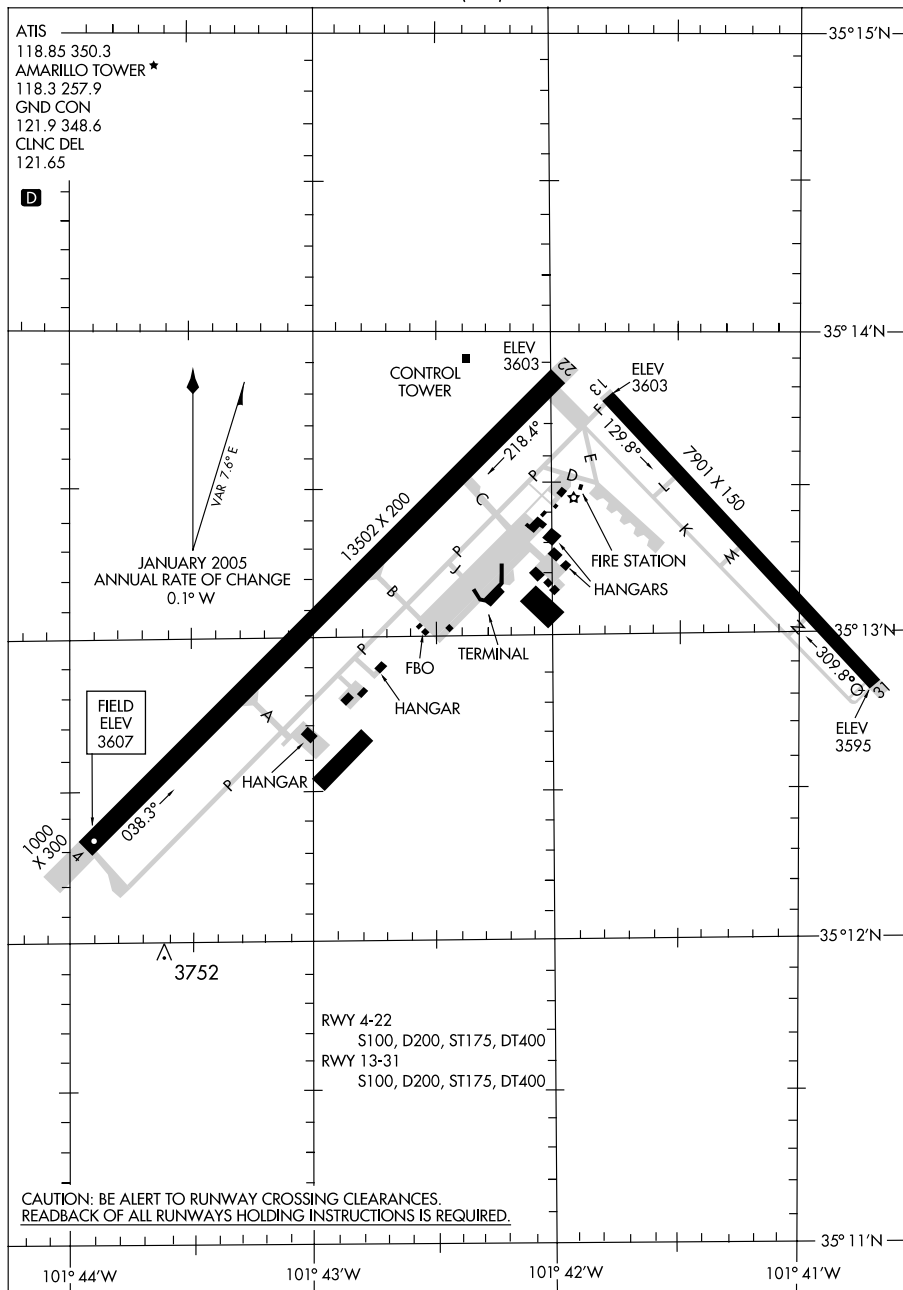


# AIRPORT DIAGRAM

09183

## AIRPORT DIAGRAM

AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)  
AL-19 (FAA) AMARILLO, TEXAS



## AIRPORT DIAGRAM

09183

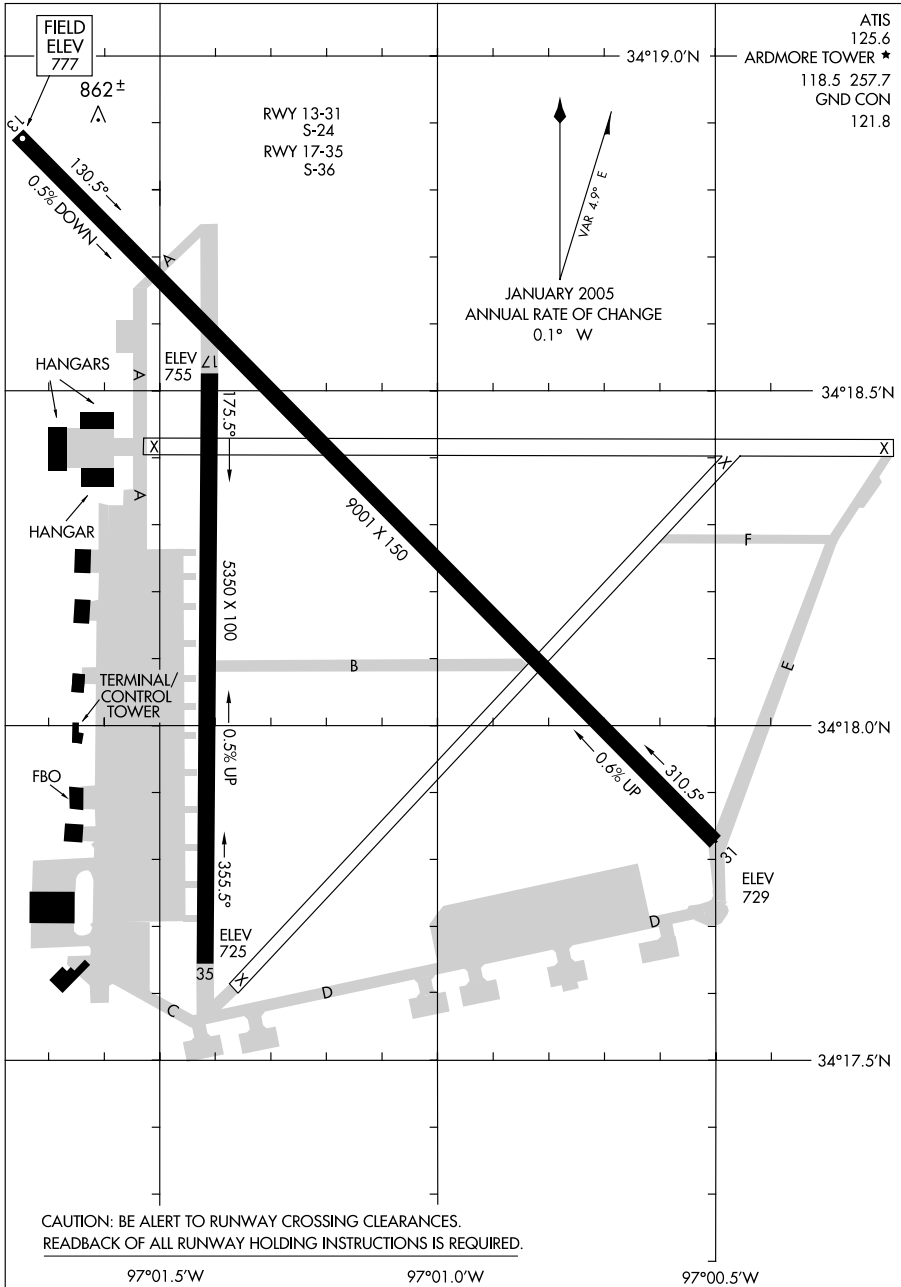
AMARILLO, TEXAS  
AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)

09351

# AIRPORT DIAGRAM

AL-22 (FAA)

ARDMORE MUNI (ADM)  
ARDMORE, OKLAHOMA



# AIRPORT DIAGRAM

09351

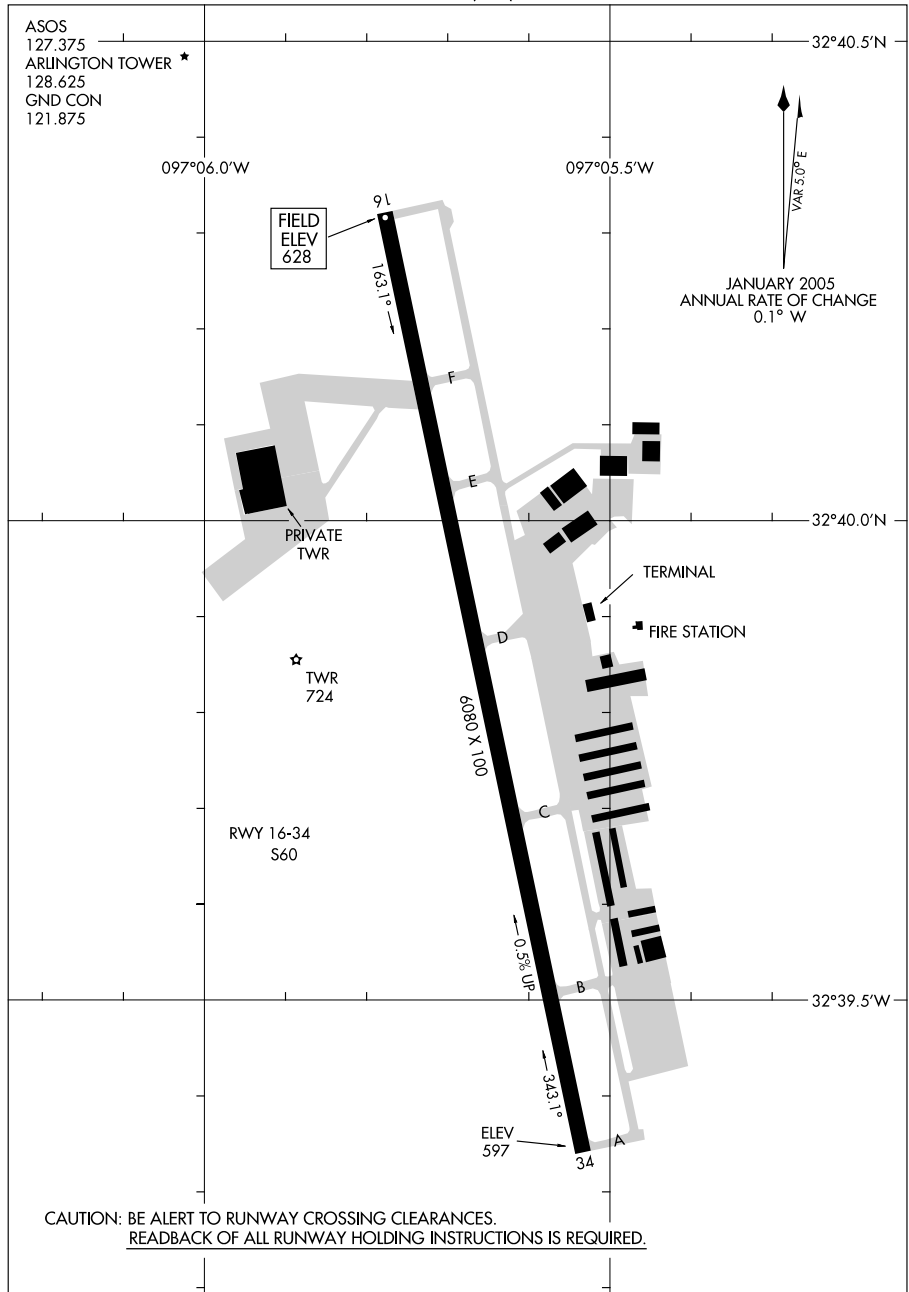
ARDMORE, OKLAHOMA  
ARDMORE MUNI (ADM)

09239

AIRPORT DIAGRAM

AL-5189 (FAA)

ARLINGTON MUNI (GKY)  
ARLINGTON, TEXAS



AIRPORT DIAGRAM

09239

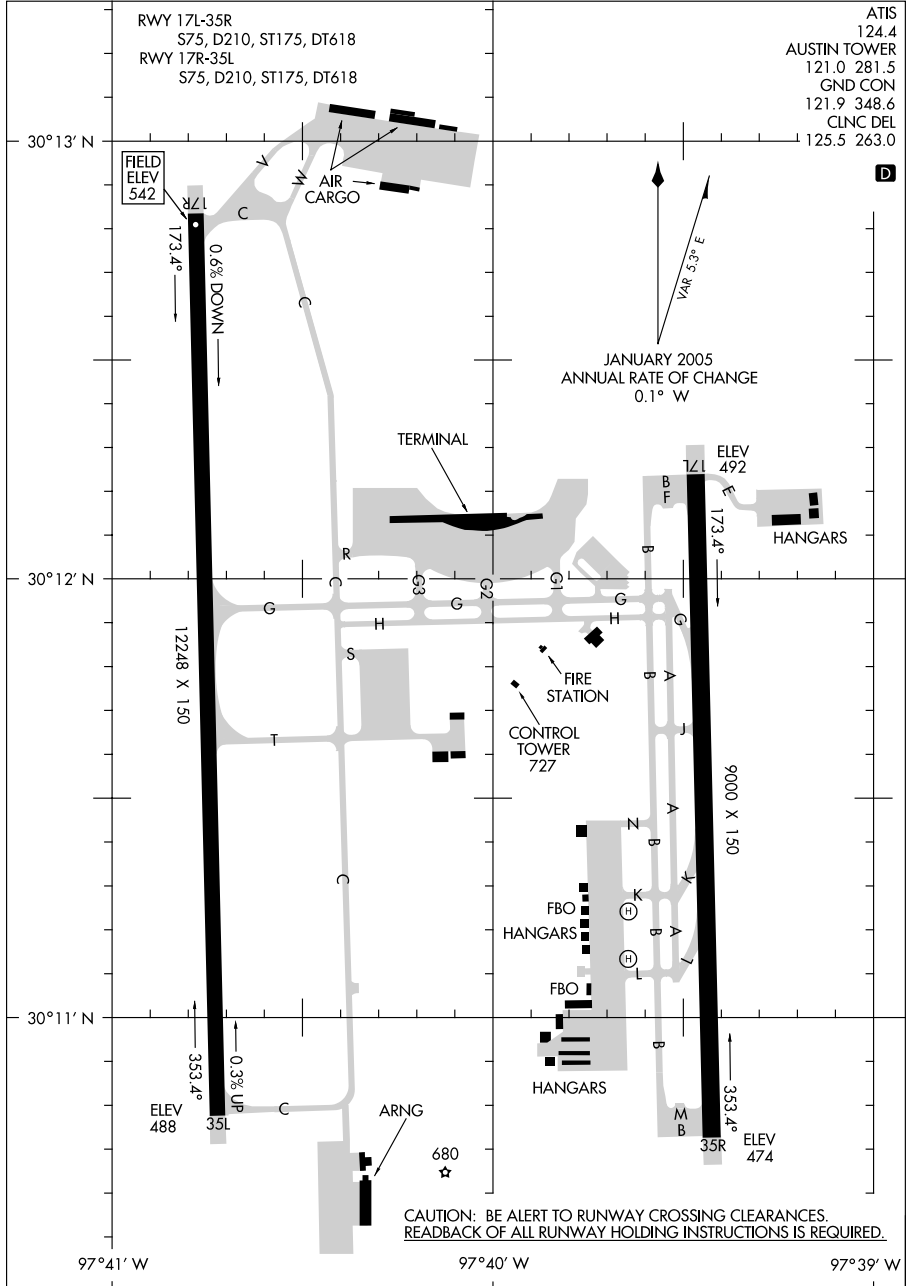
ARLINGTON, TEXAS  
ARLINGTON MUNI (GKY)

09295

# AIRPORT DIAGRAM

AL-556 (FAA)

AUSTIN-BERGSTROM INTL (AUS)  
AUSTIN, TEXAS



# AIRPORT DIAGRAM

09295

AUSTIN, TEXAS  
AUSTIN-BERGSTROM INTL (AUS)



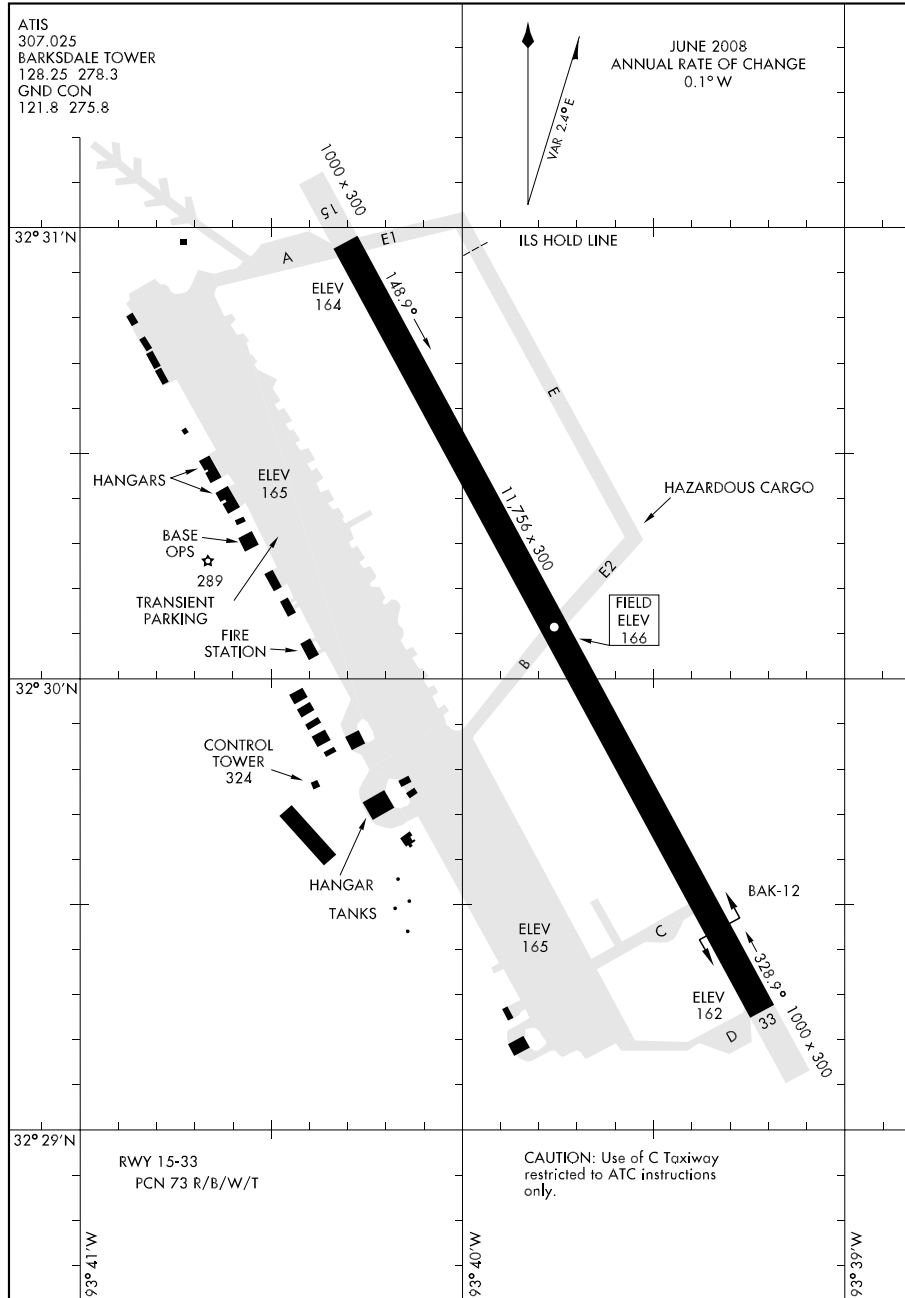
08129

BARKSDALE AFB (KBAD)

## AIRPORT DIAGRAM

AFD-391 [USAF]

BOSSIER CITY, LOUISIANA



## AIRPORT DIAGRAM

WGS-84 DATUM

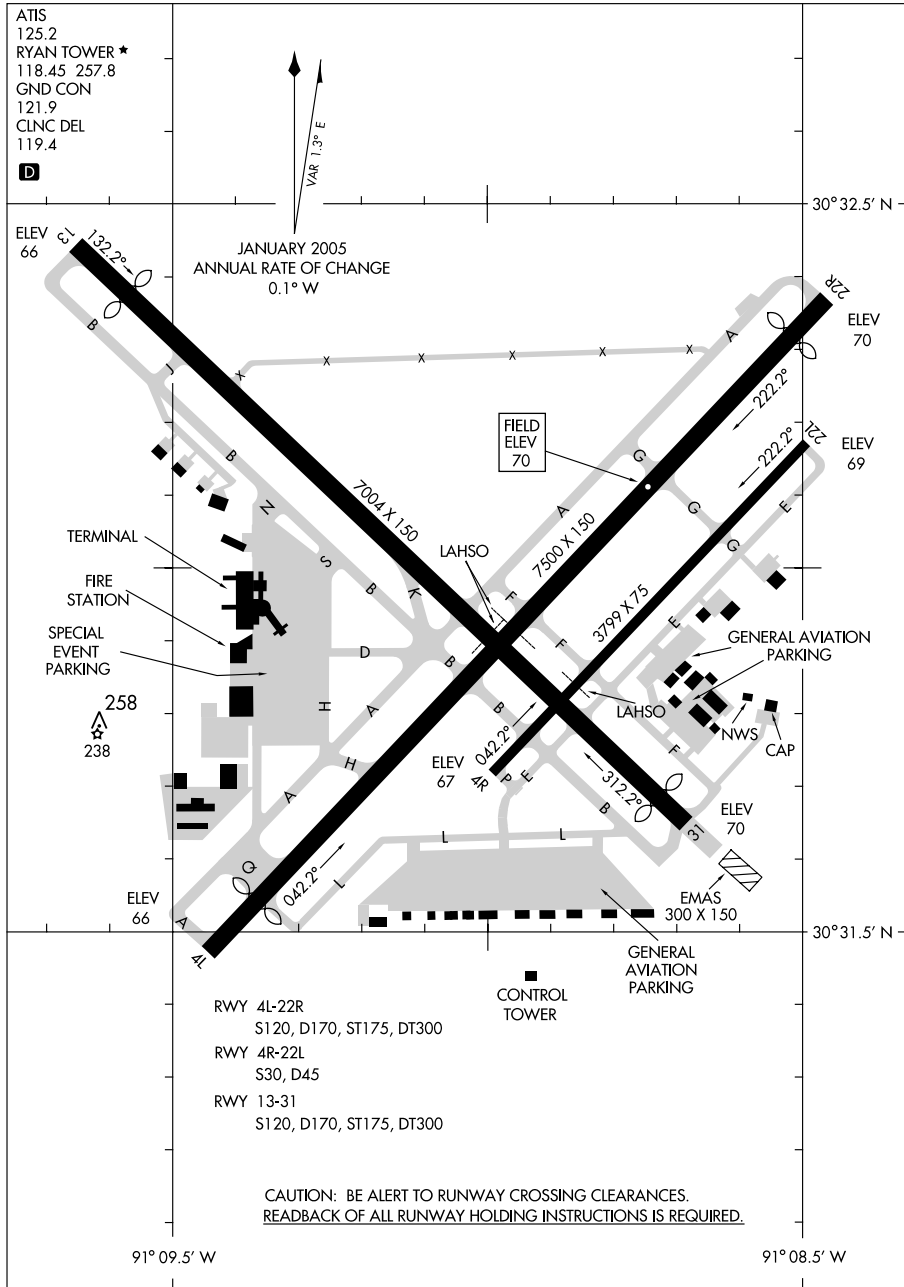
BOSSIER CITY, LOUISIANA

BARKSDALE AFB (KBAD)

091 27

## AIRPORT DIAGRAM

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)  
AL-40 (FAA) BATON ROUGE, LOUISIANA



## AIRPORT DIAGRAM

09127

BATON ROUGE, LOUISIANA  
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

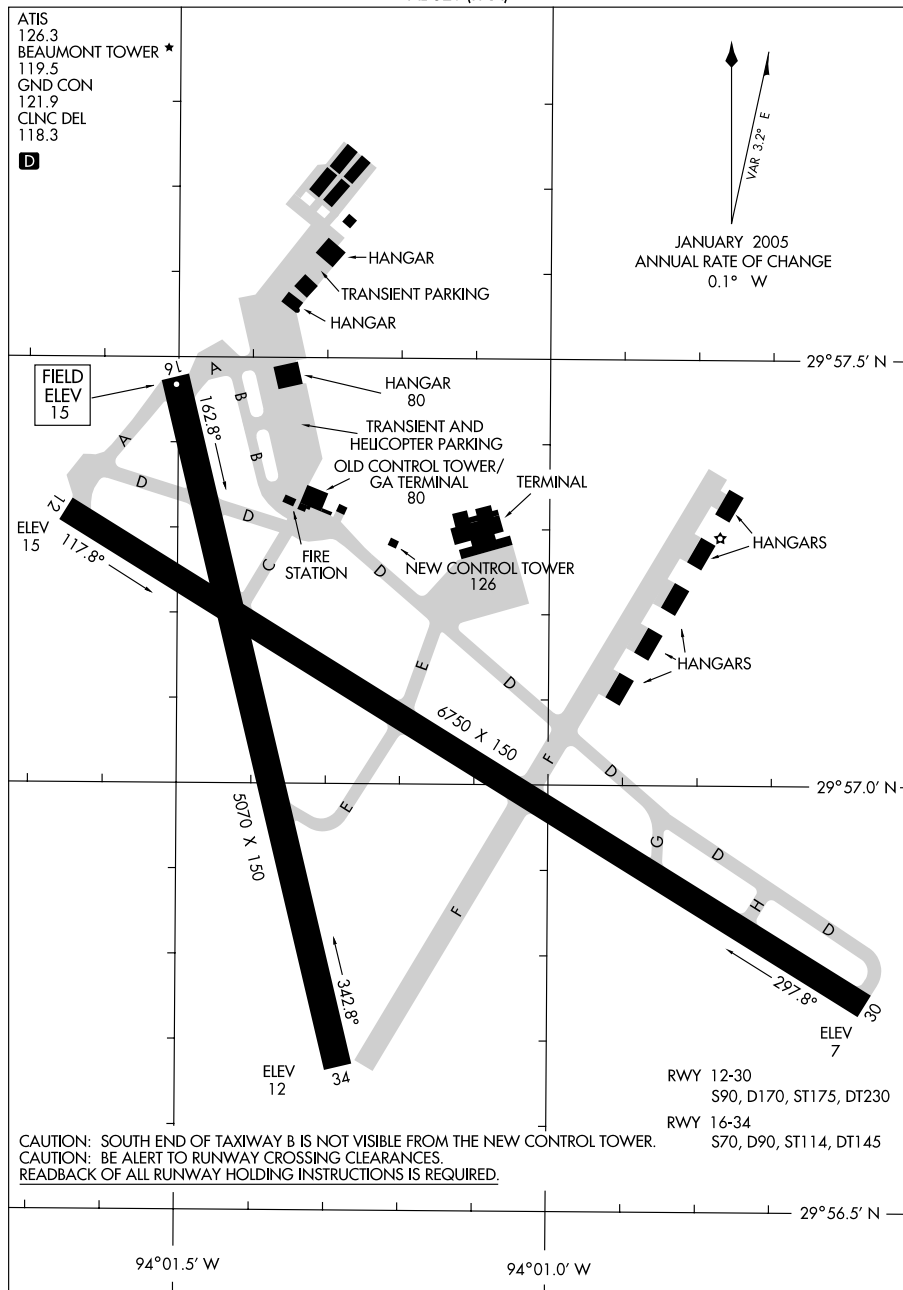
09295

## AIRPORT DIAGRAM

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

AL-521 (FAA)

BEAUMONT-PORT ARTHUR, TEXAS



## AIRPORT DIAGRAM

09295

 BEAUMONT-PORT ARTHUR, TEXAS  
 BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

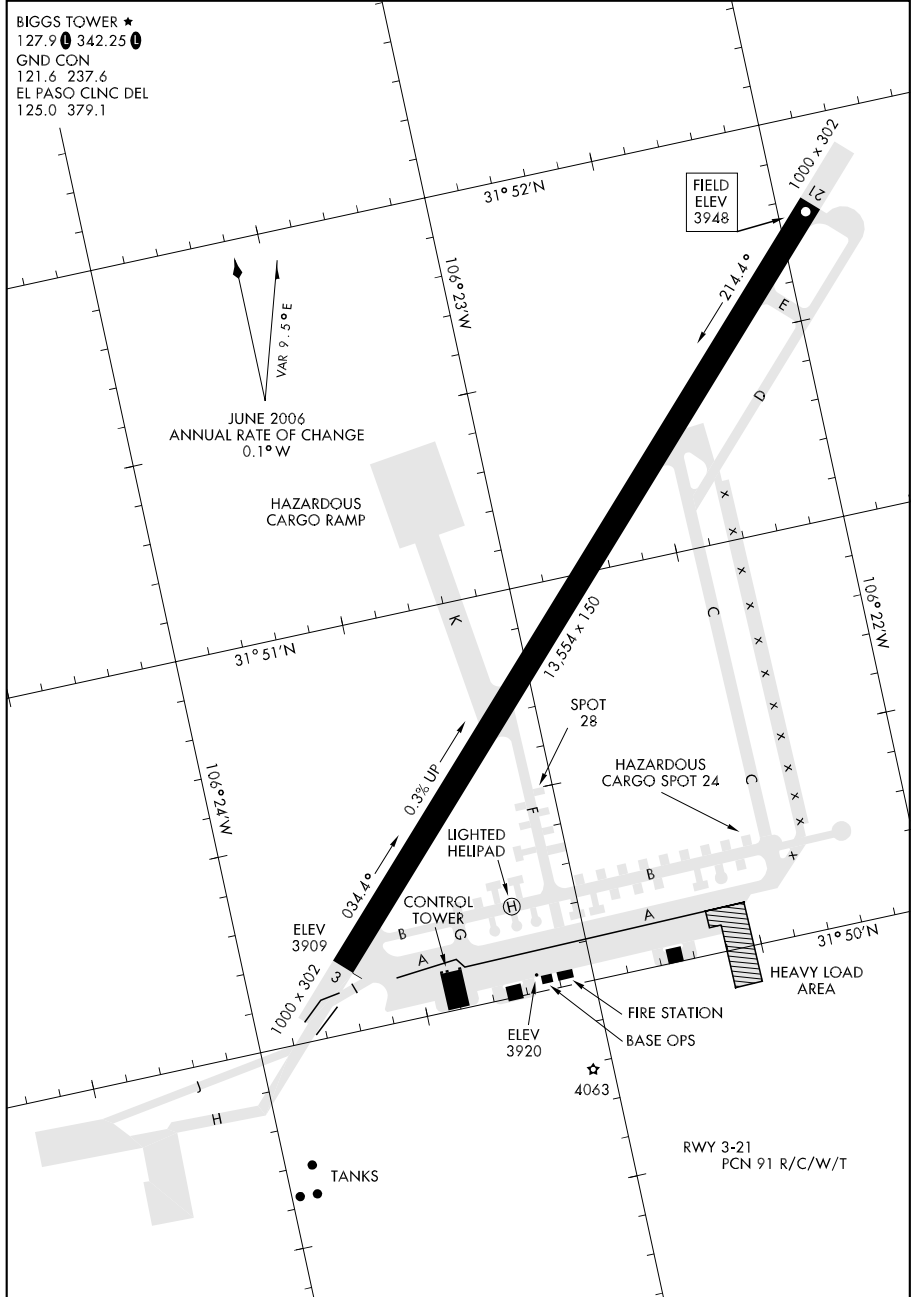
06159

## AIRPORT DIAGRAM

AFD-133 [USA]

BIGGS AAF (KBIF)

FORT BLISS, TEXAS



## AIRPORT DIAGRAM

FORT BLISS, TEXAS  
 BIGGS AAF (KBIF)

09183

## AIRPORT DIAGRAM

BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)

AL-61 (FAA)

BROWNSVILLE, TEXAS

ATIS

128.55

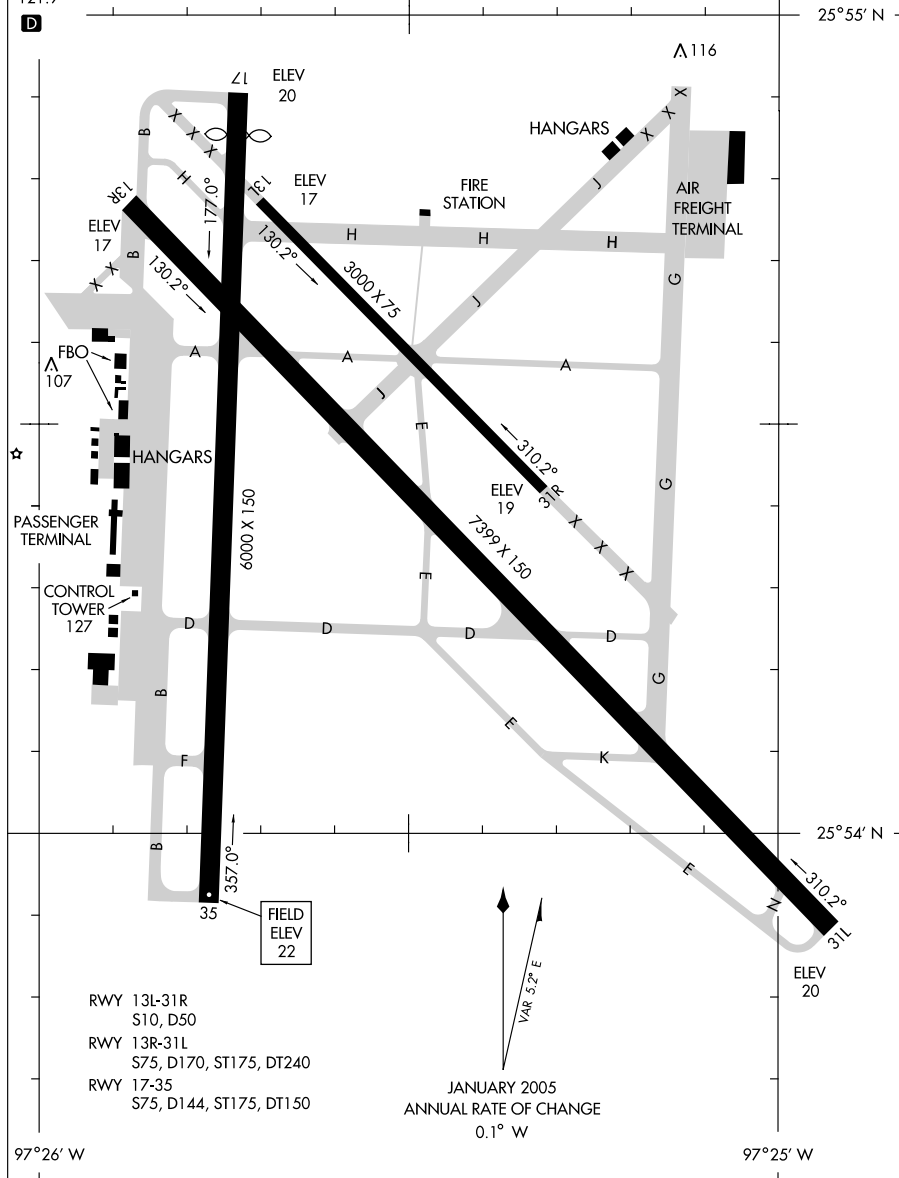
BROWNSVILLE TOWER\*

118.9 239.3

GND CON

121.9

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



## AIRPORT DIAGRAM

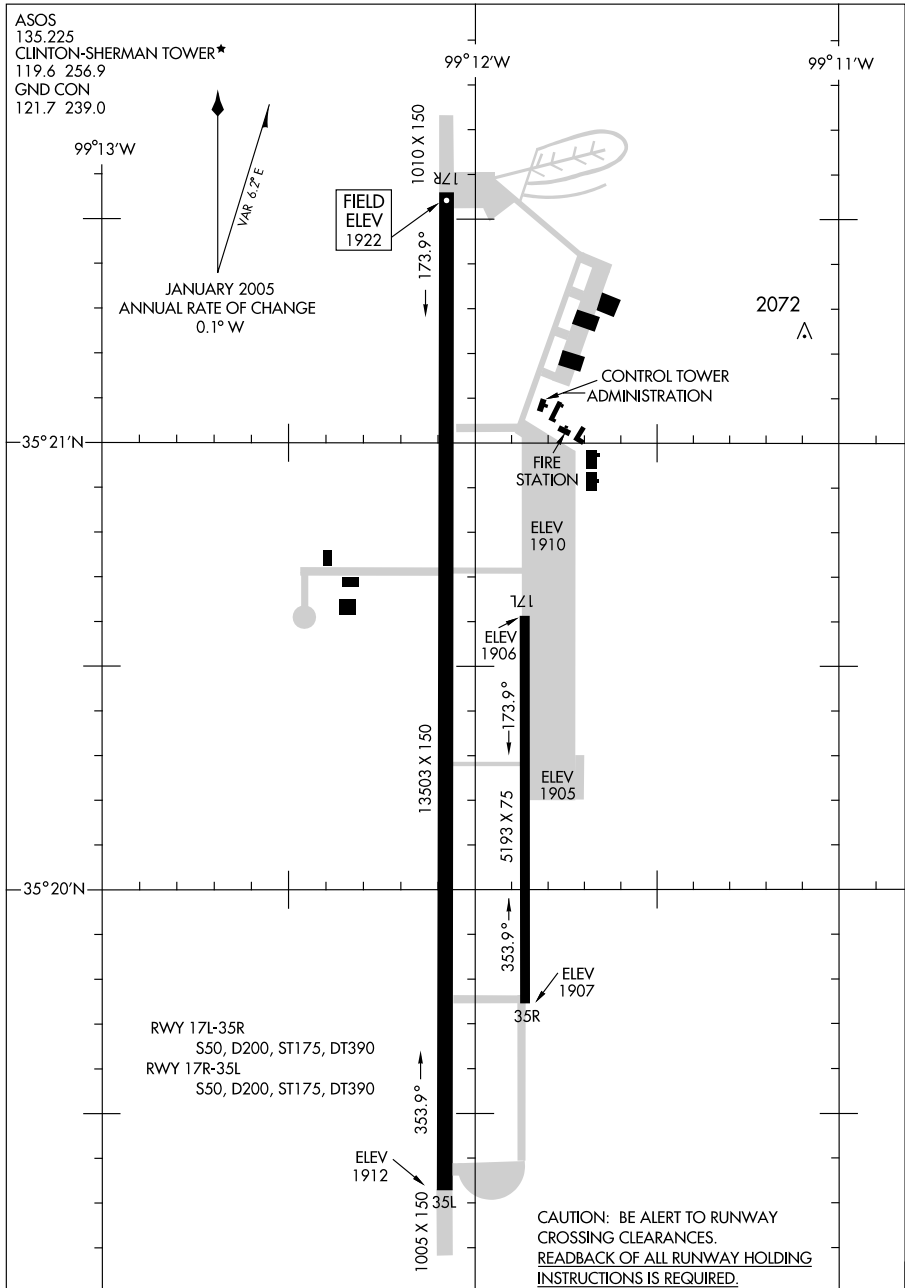
09183

BROWNSVILLE, TEXAS  
BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)

09183

# AIRPORT DIAGRAM

CLINTON-SHERMAN (CSM)  
CLINTON, OKLAHOMA



# AIRPORT DIAGRAM

CLINTON, OKLAHOMA  
CLINTON-SHERMAN (CSM)

09183

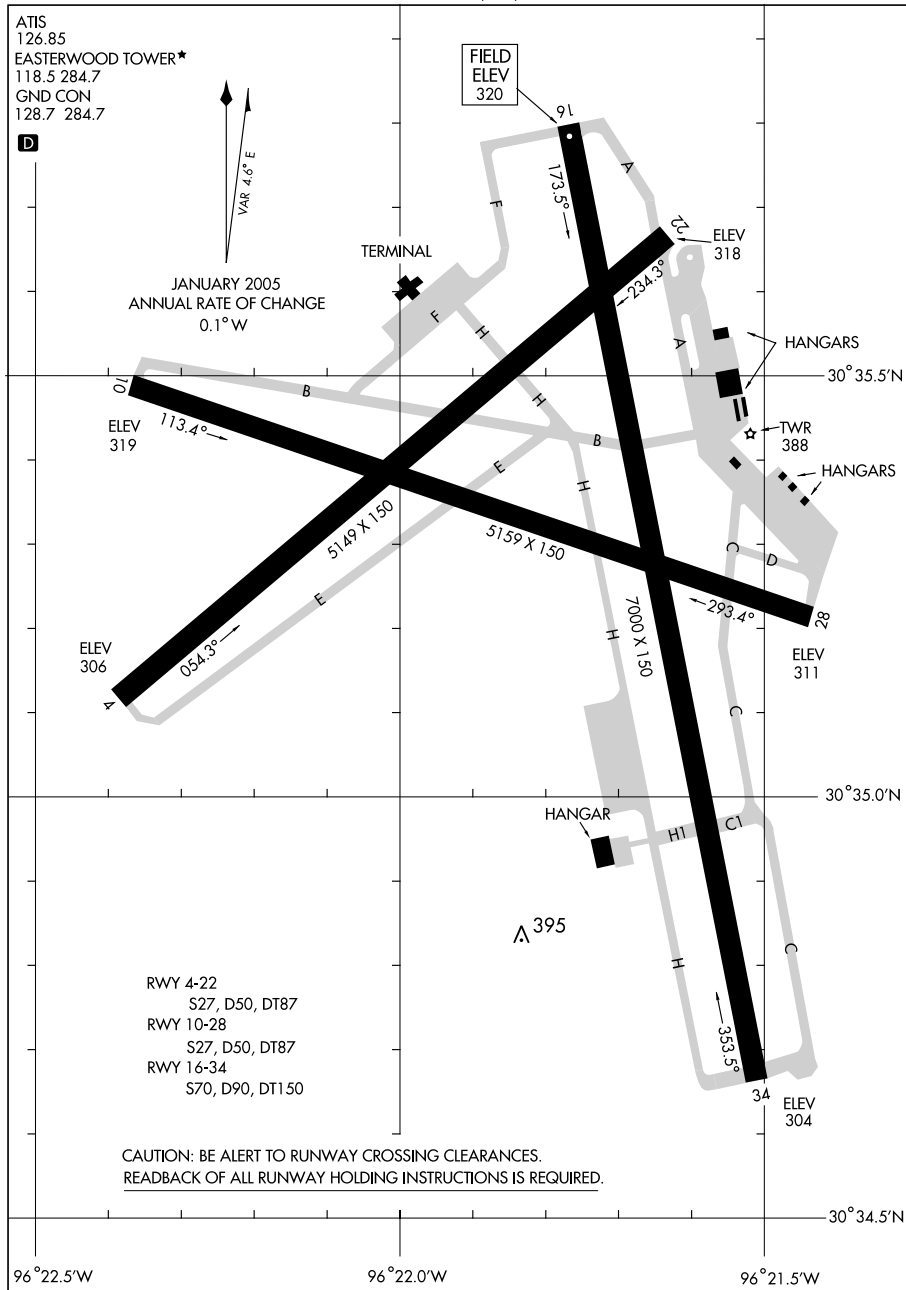
09295

## AIRPORT DIAGRAM

COLLEGE STATION/EASTERWOOD FIELD (CLL)

AL-928 (FAA)

COLLEGE STATION, TEXAS



## AIRPORT DIAGRAM

09295

COLLEGE STATION, TEXAS  
COLLEGE STATION/EASTERWOOD FIELD (CLL)

## AIRPORT DIAGRAM

COLUMBUS AFB (KCBM)

COLUMBUS, MISSISSIPPI



WGS-84 DATUM

COLUMBUS, MISSISSIPPI

COLUMBUS AFB (KCBM)



09183

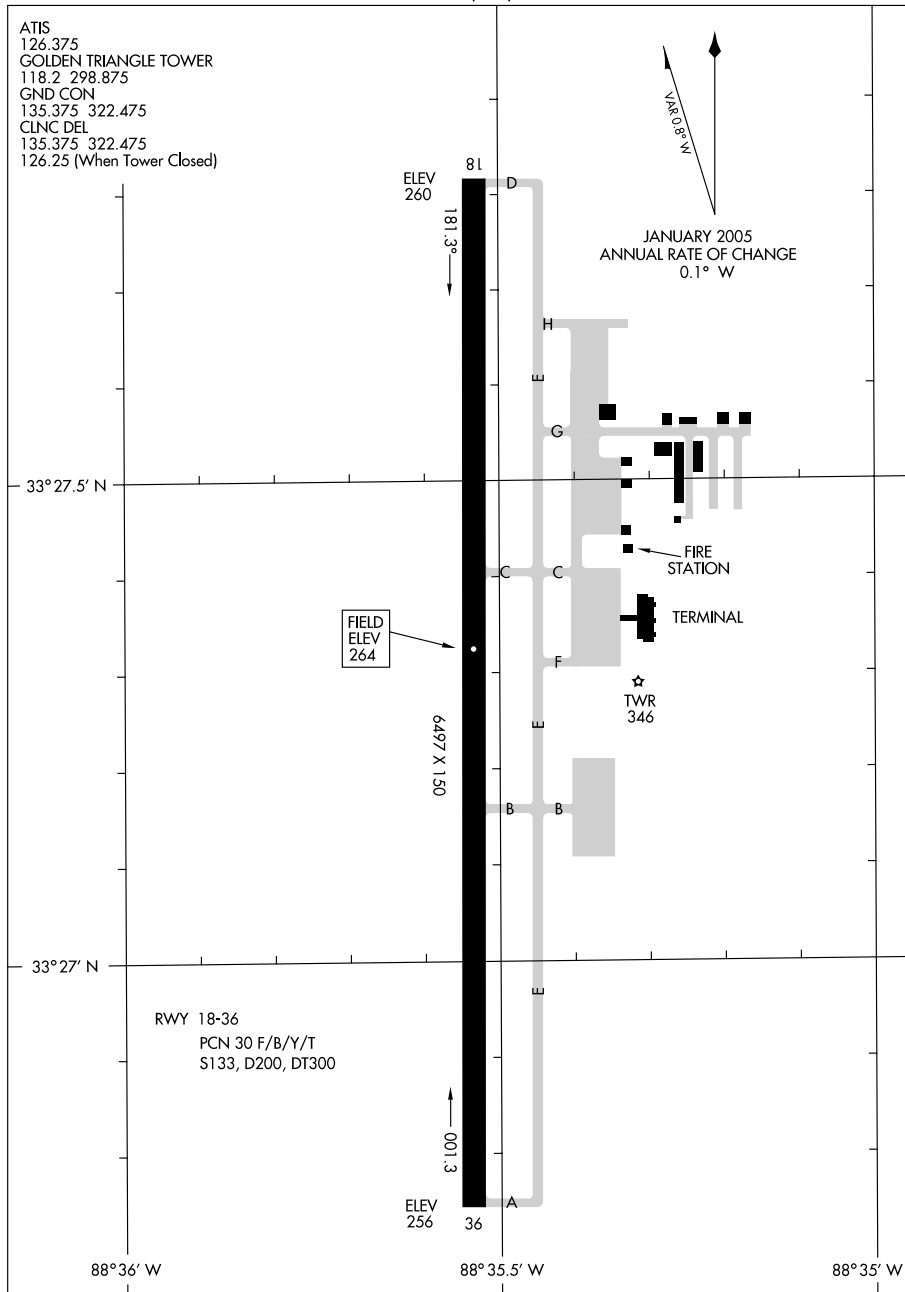
## AIRPORT DIAGRAM

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

AL-5855 (FAA)

COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI

ATIS  
126.375  
GOLDEN TRIANGLE TOWER  
118.2 298.875  
GND CON  
135.375 322.475  
CLNC DEL  
135.375 322.475  
126.25 (When Tower Closed)



## AIRPORT DIAGRAM

09183

COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI  
COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

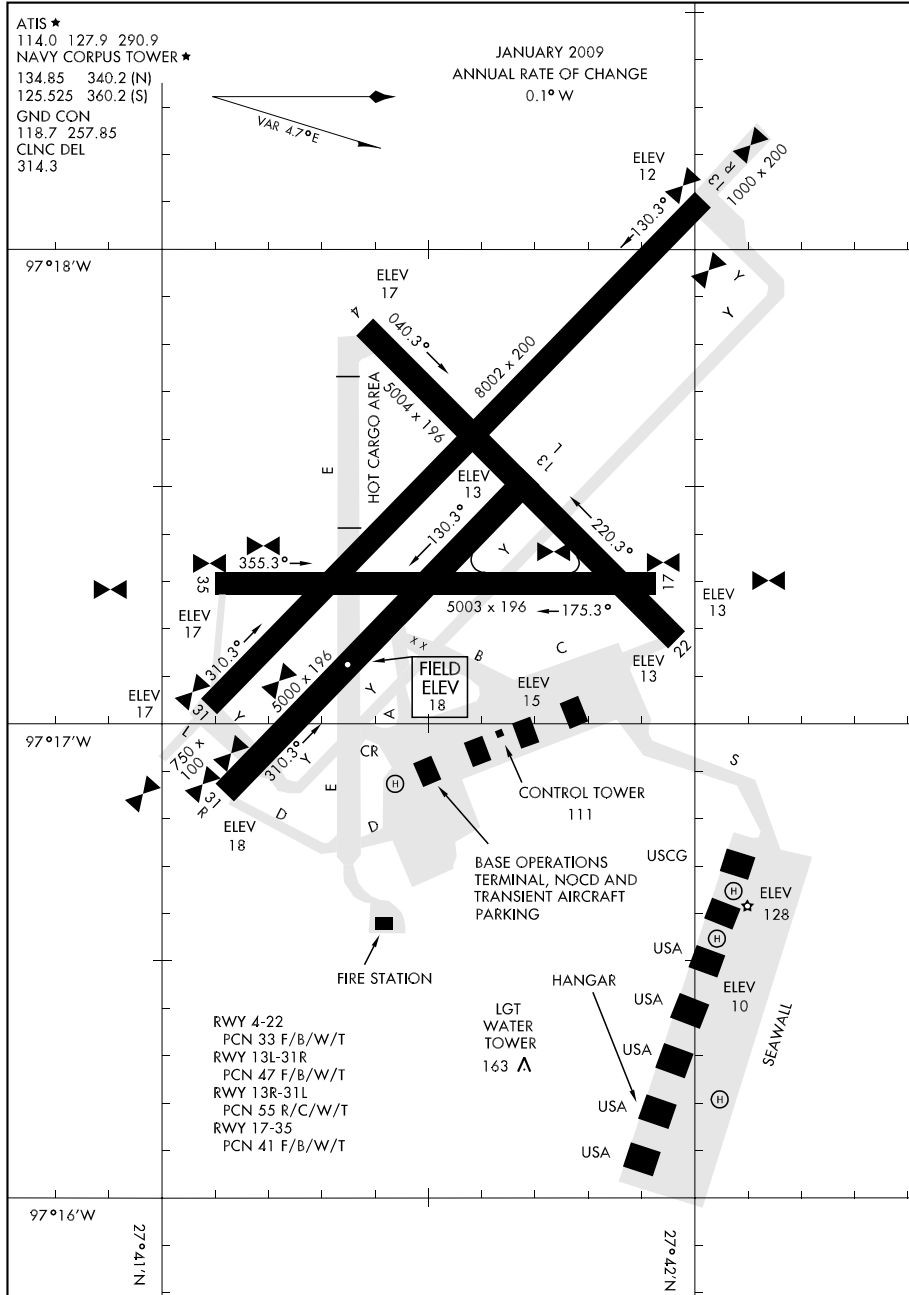
09015

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

## AIRPORT DIAGRAM

AFD-98 [USN]

CORPUS CHRISTI, TEXAS



## AIRPORT DIAGRAM

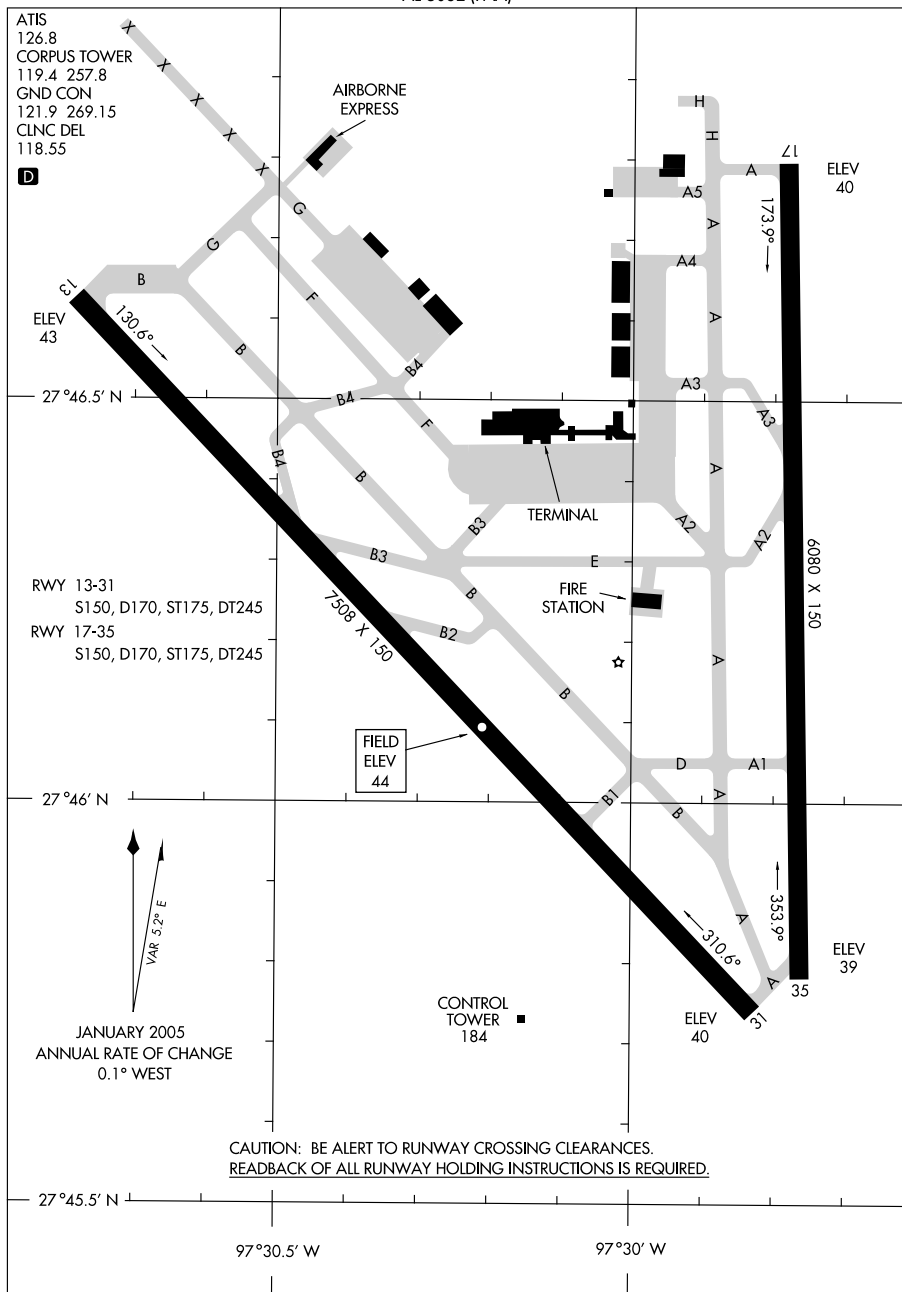
CORPUS CHRISTI, TEXAS

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

09183

## AIRPORT DIAGRAM

AL-5032 (FAA)

CORPUS CHRISTI INTL (CRP)  
CORPUS CHRISTI, TEXAS

## AIRPORT DIAGRAM

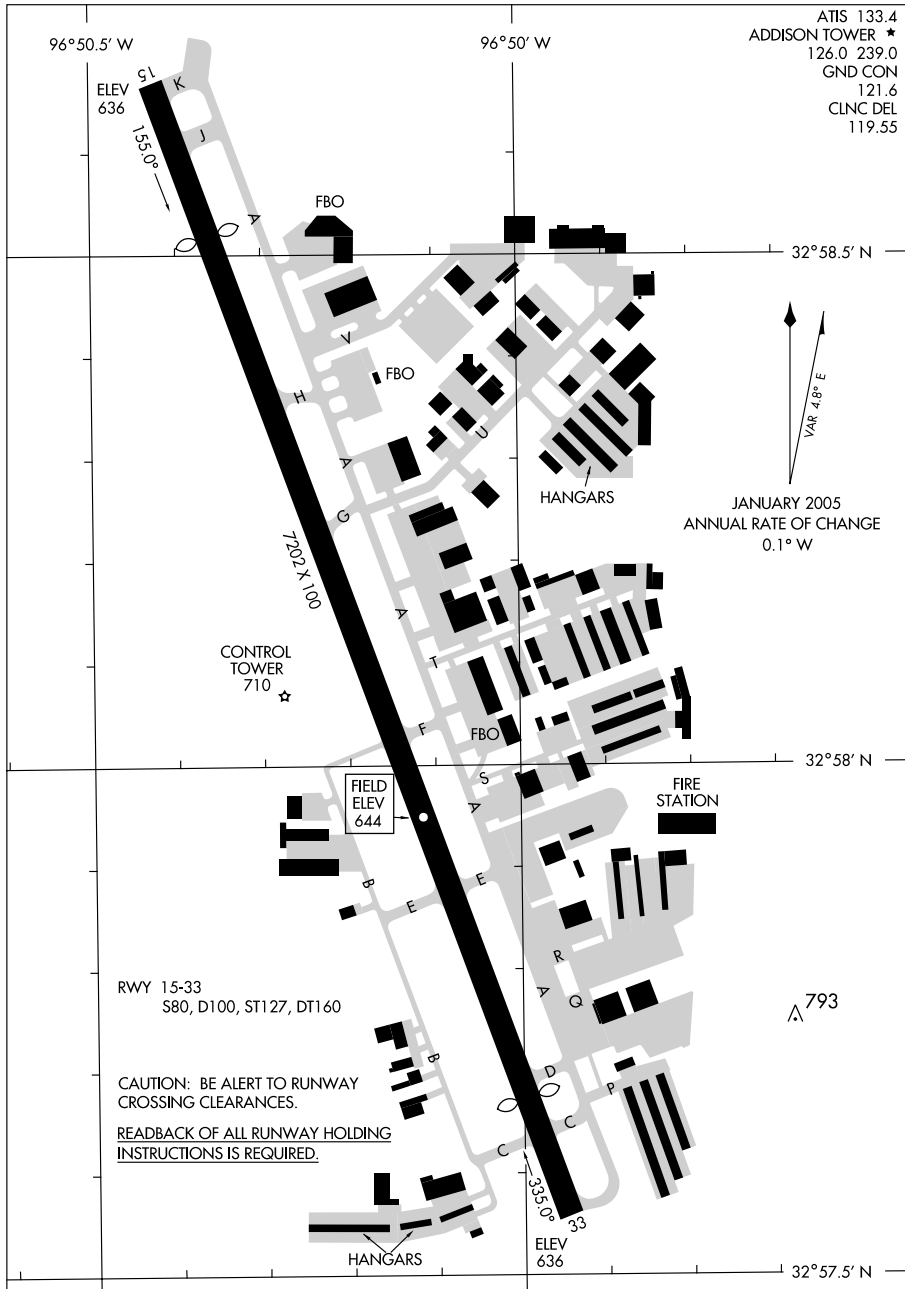
09183

CORPUS CHRISTI, TEXAS  
CORPUS CHRISTI INTL (CRP)

08325

## AIRPORT DIAGRAM

AL-768 (FAA)

DALLAS/ADDISON (ADS)  
DALLAS, TEXAS

## AIRPORT DIAGRAM

08325

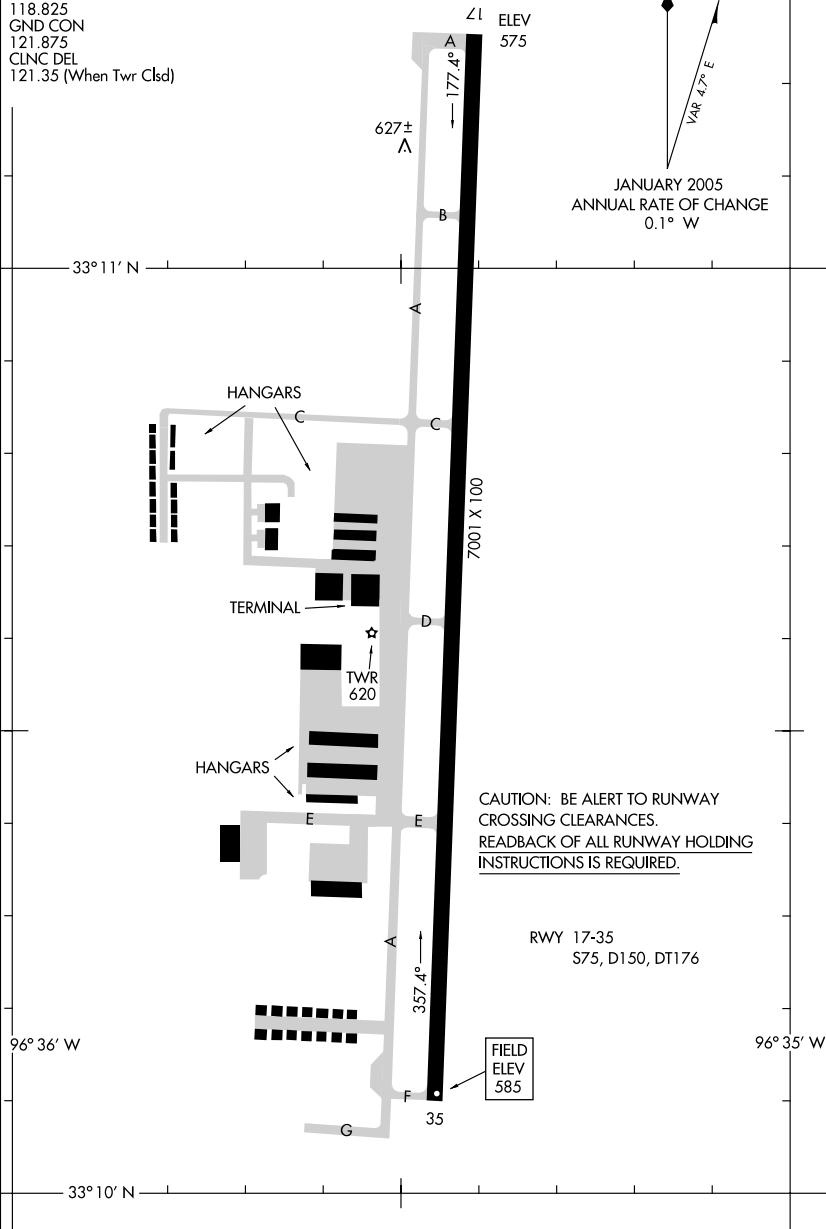
DALLAS, TEXAS  
DALLAS/ADDISON (ADS)

09351

## AIRPORT DIAGRAM

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)  
AL-6644 (FAA)  
DALLAS, TEXAS

ASOS  
119.925  
McKINNEY TOWER\*  
118.825  
GND CON  
121.875  
CLNC DEL  
121.35 (When Twr Clsd)



## AIRPORT DIAGRAM

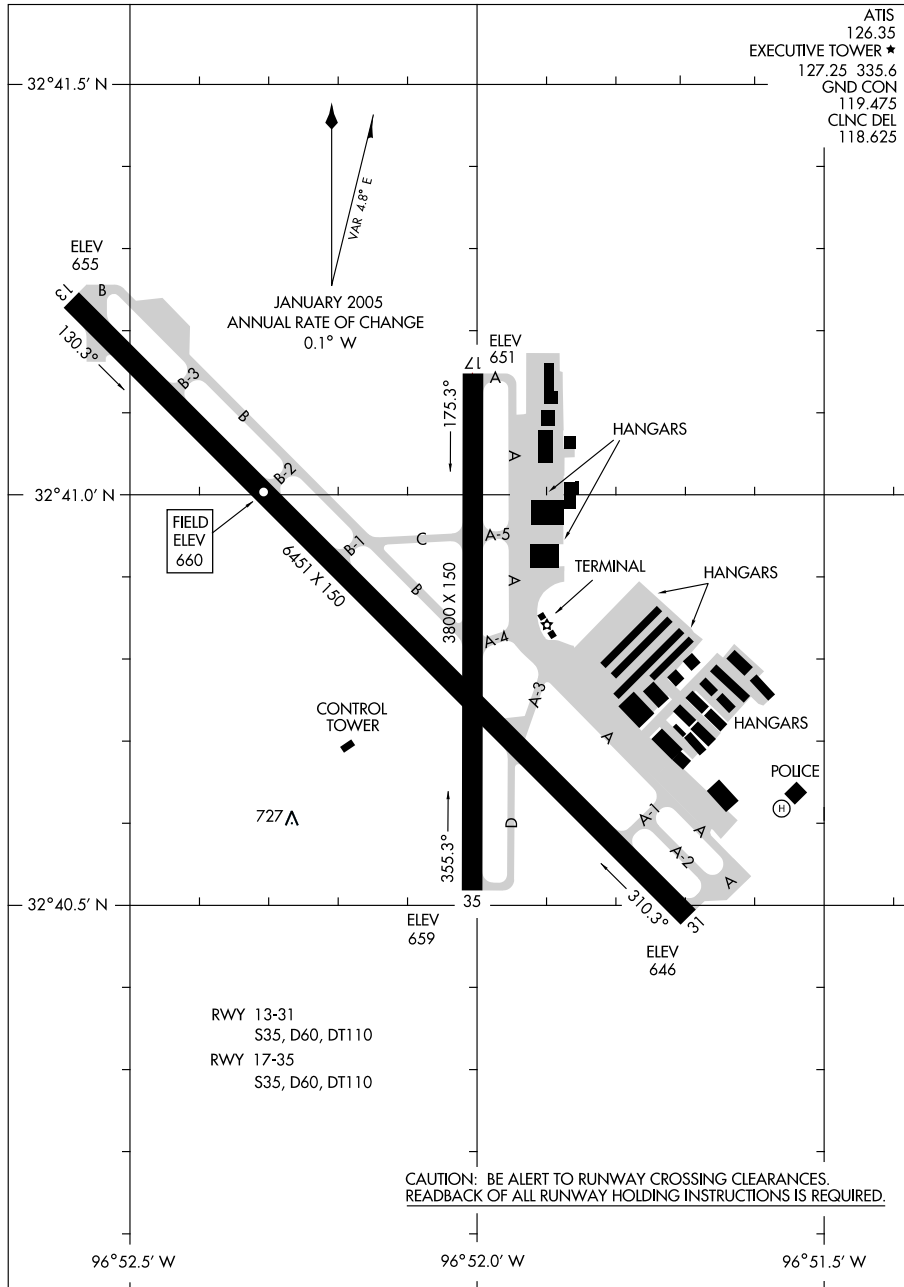
09351

DALLAS, TEXAS  
DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

09239

## AIRPORT DIAGRAM

AL-742 (FAA)

DALLAS EXECUTIVE (RBD)  
DALLAS, TEXAS

## AIRPORT DIAGRAM

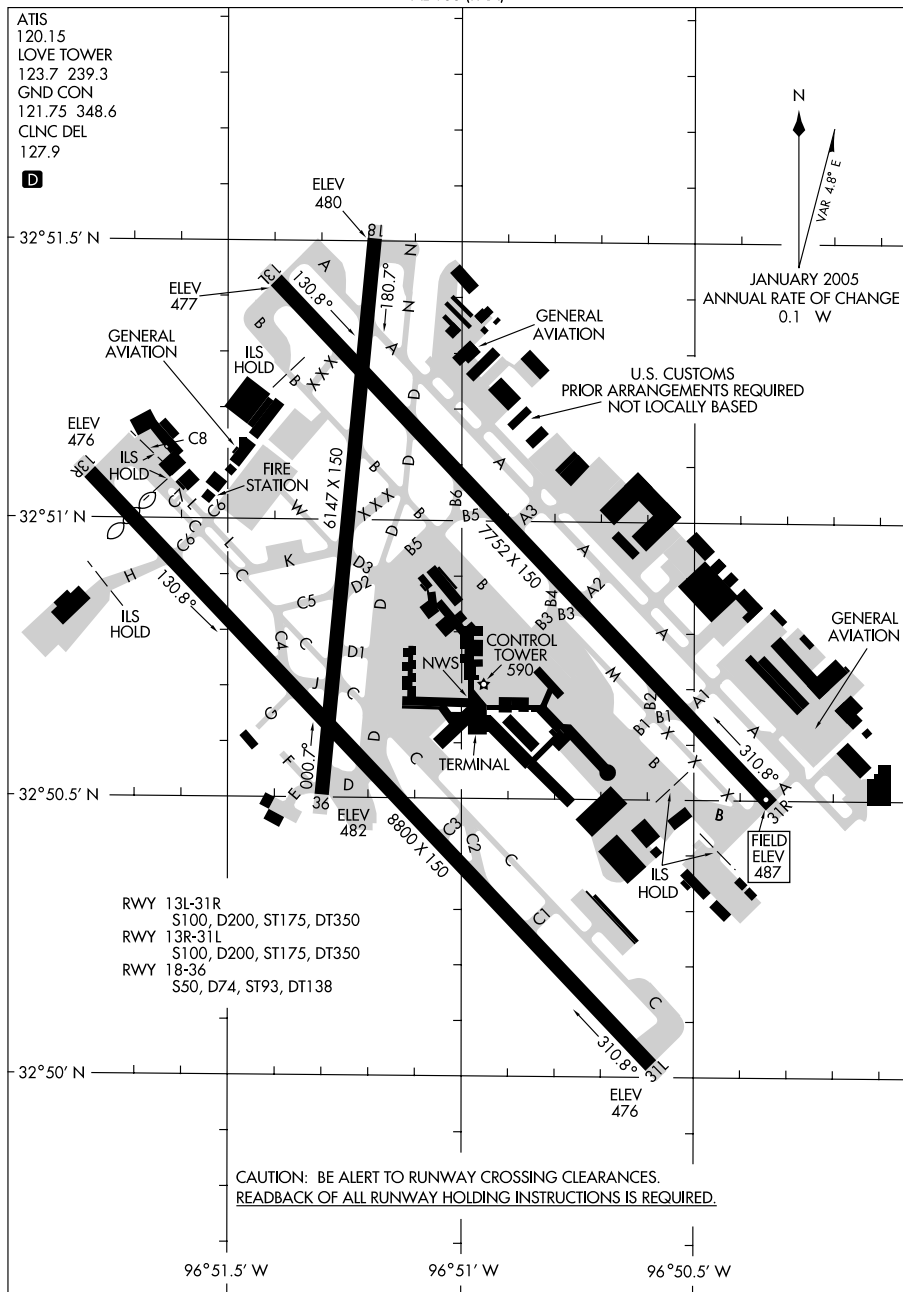
09239

DALLAS, TEXAS  
DALLAS EXECUTIVE (RBD)

09071

## AIRPORT DIAGRAM

AL-106 (FAA)

DALLAS-LOVE FIELD (DAL)  
DALLAS, TEXAS

## AIRPORT DIAGRAM

09071

DALLAS, TEXAS  
DALLAS-LOVE FIELD (DAL)

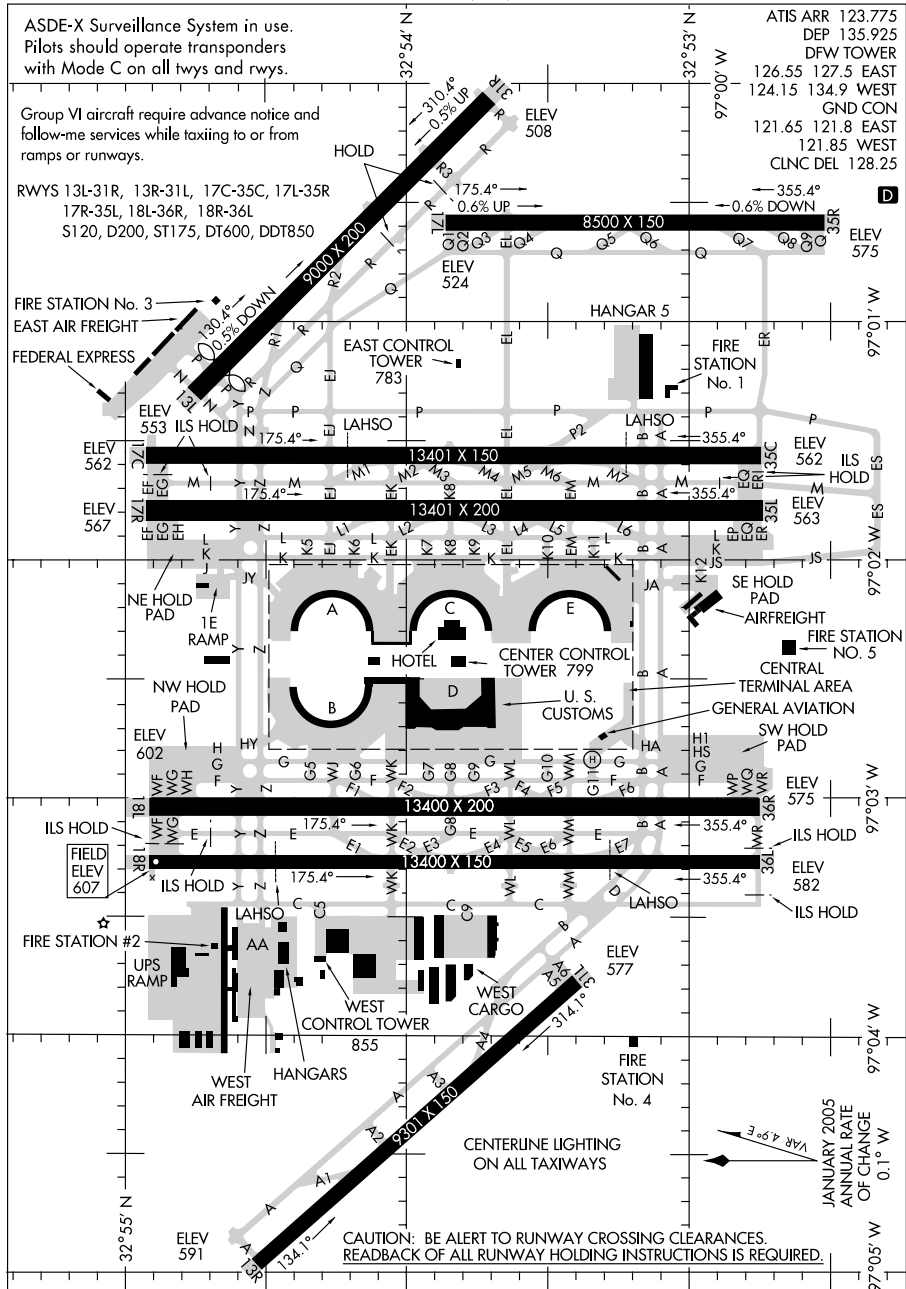
09351

## AIRPORT DIAGRAM

AL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

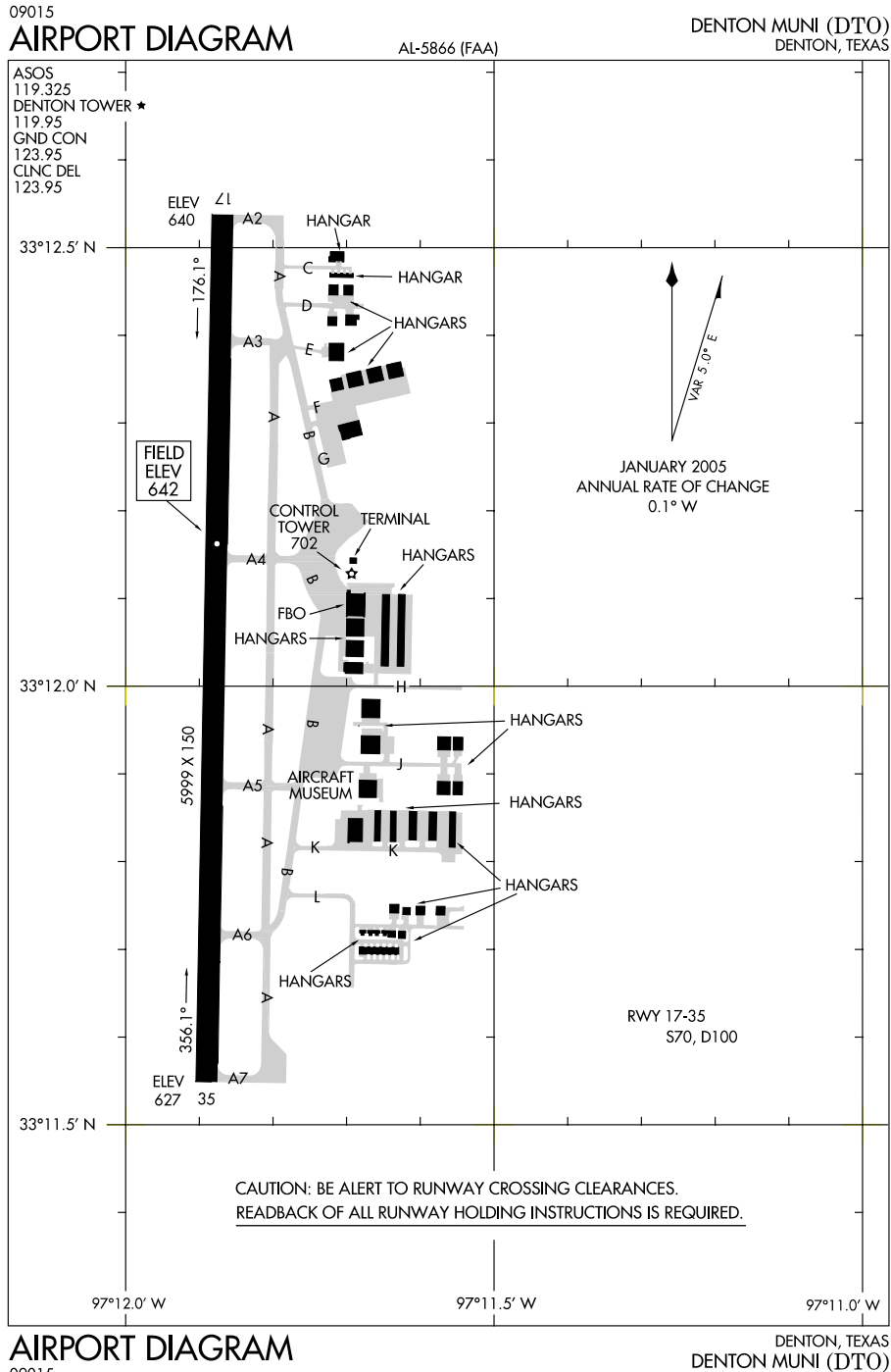


## AIRPORT DIAGRAM

09351

DALLAS-FORT WORTH, TEXAS  
DALLAS-FORT WORTH INTL (DFW)





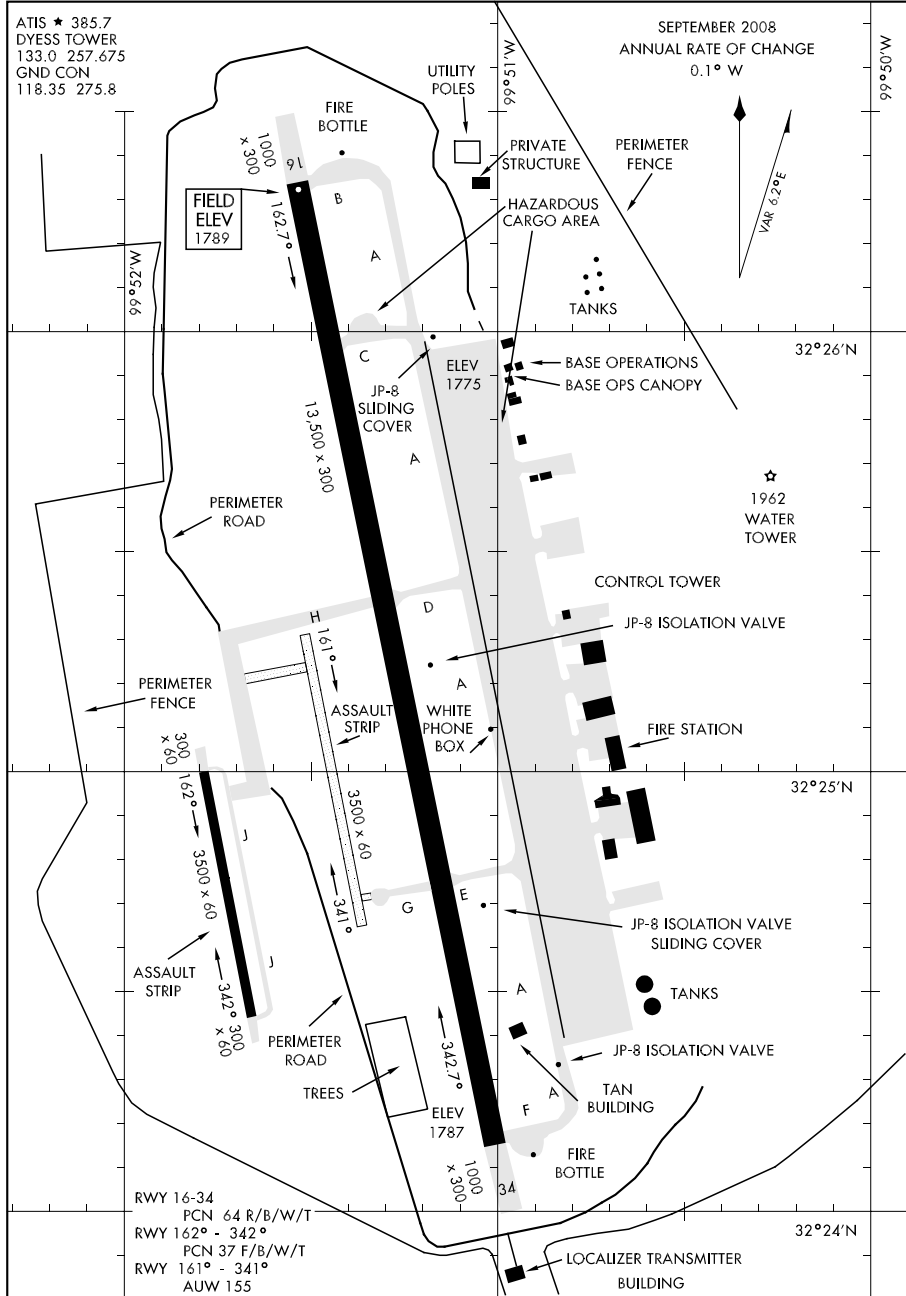
08269

DYESS AFB (KDYS)

## AIRPORT DIAGRAM

AFD-2 [USAF]

ABILENE, TEXAS



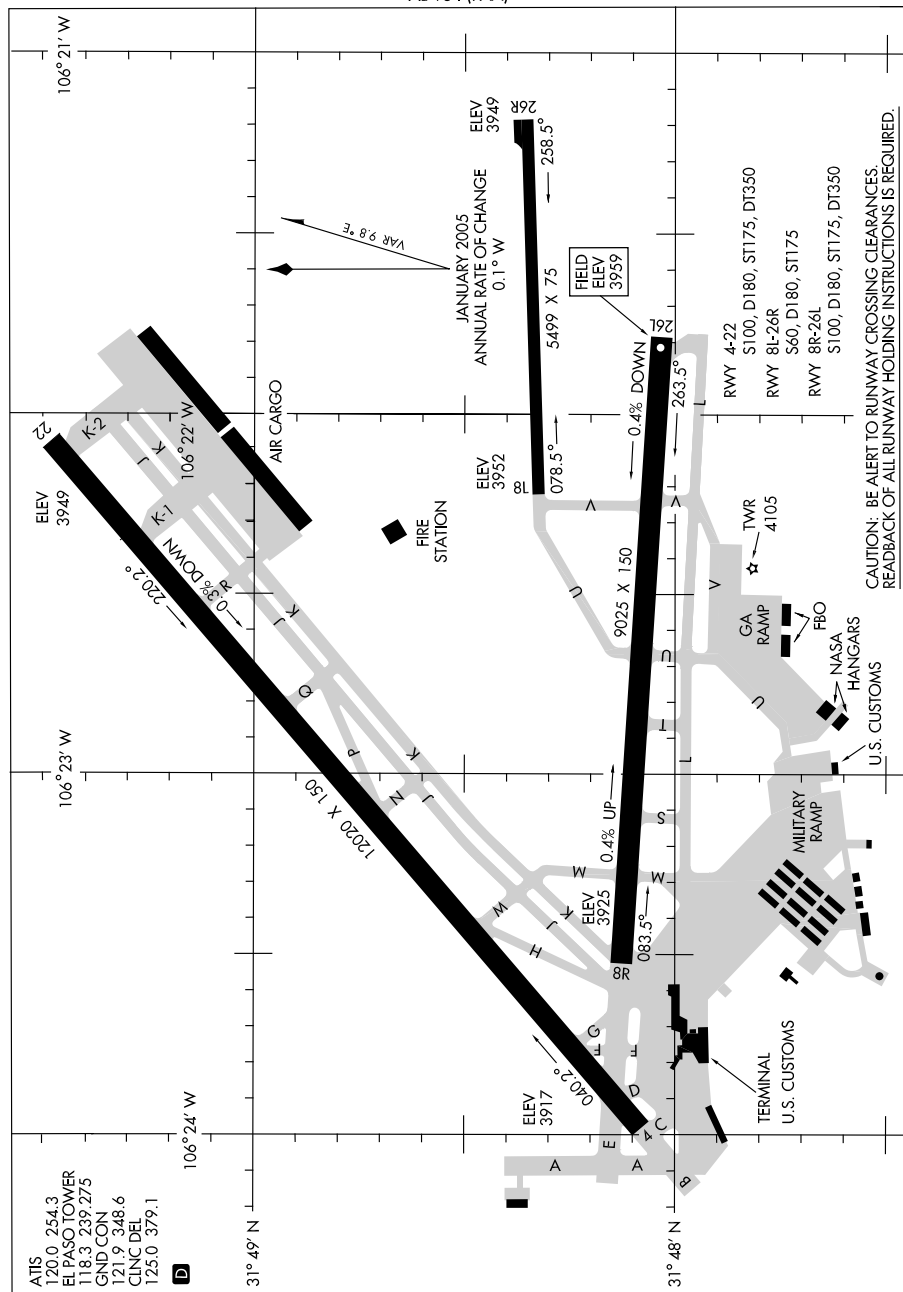
## AIRPORT DIAGRAM

 ABILENE, TEXAS  
 DYESS AFB (KDYS)

09295

## AIRPORT DIAGRAM

AL-134 (FAA)

EL PASO INTL (ELP)  
EL PASO, TEXAS

## AIRPORT DIAGRAM

09295

EL PASO, TEXAS  
EL PASO INTL (ELP)

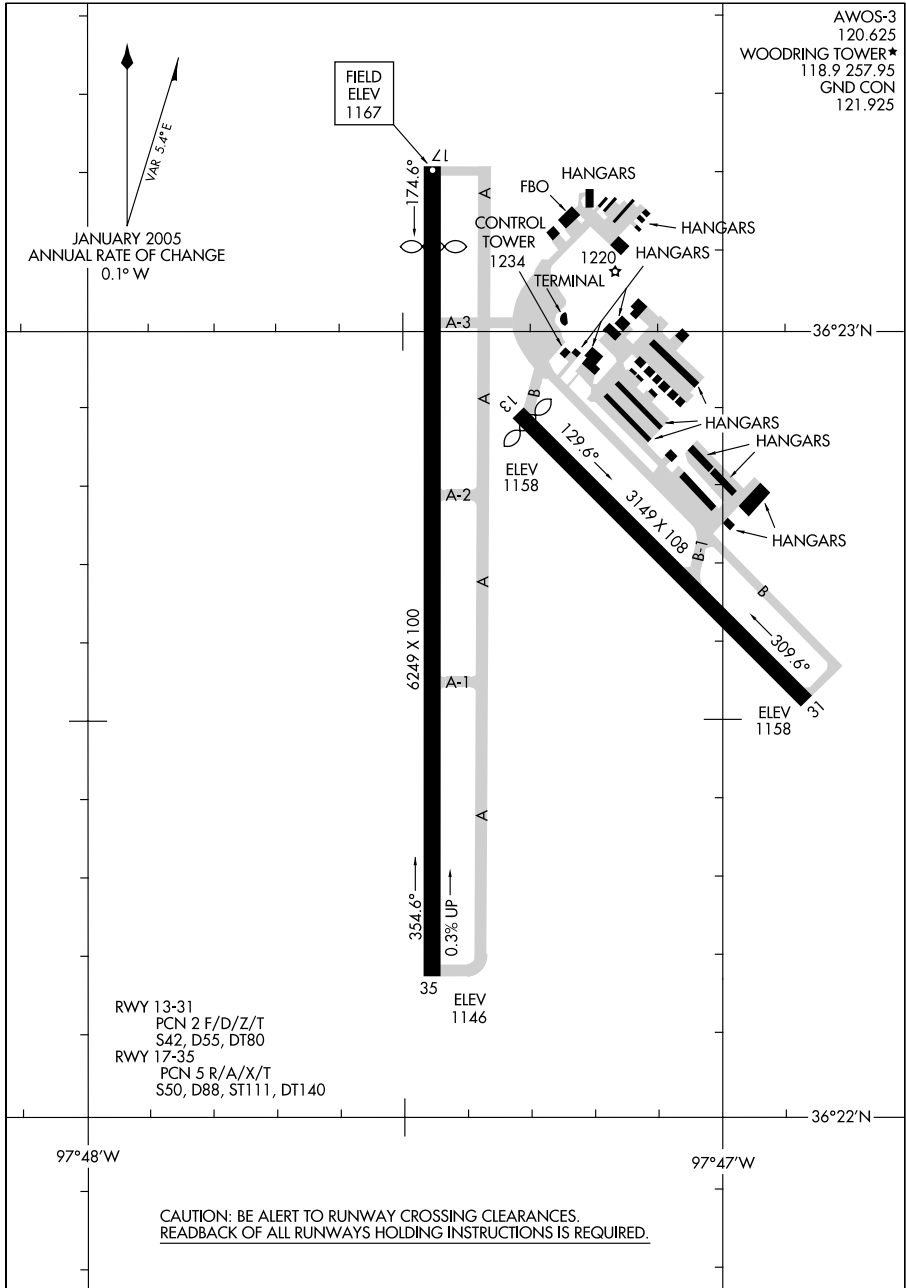
09239

## AIRPORT DIAGRAM

AL-136 (FAA)

ENID WOODRING RGNL (WDG)

ENID, OKLAHOMA



## AIRPORT DIAGRAM

09239

ENID, OKLAHOMA  
ENID WOODRING RGNL (WDG)

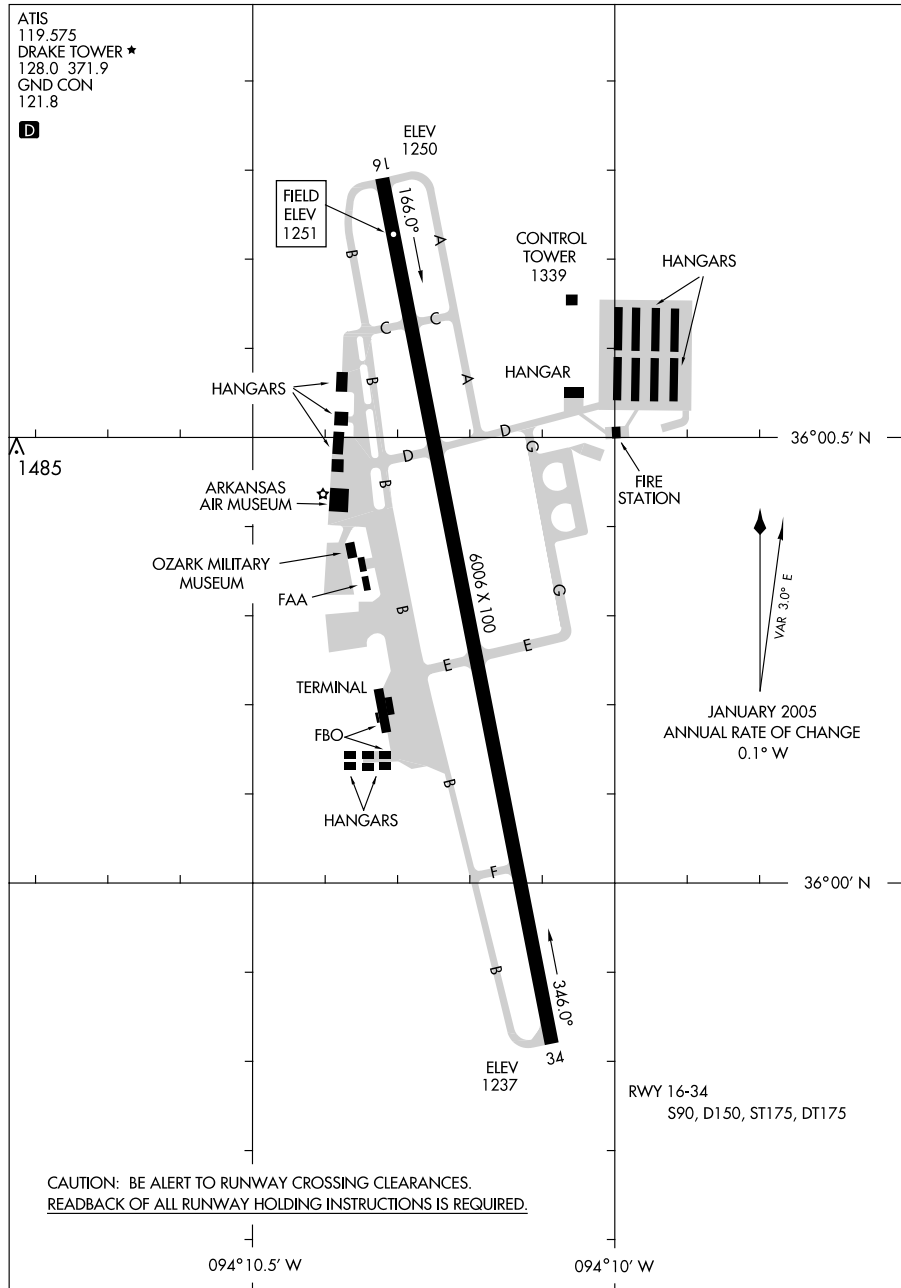
09015

## AIRPORT DIAGRAM

AL-728 (FAA)

FAYETTEVILLE/DRAKE FIELD (F'YV)

FAYETTEVILLE, ARKANSAS



## AIRPORT DIAGRAM

09015

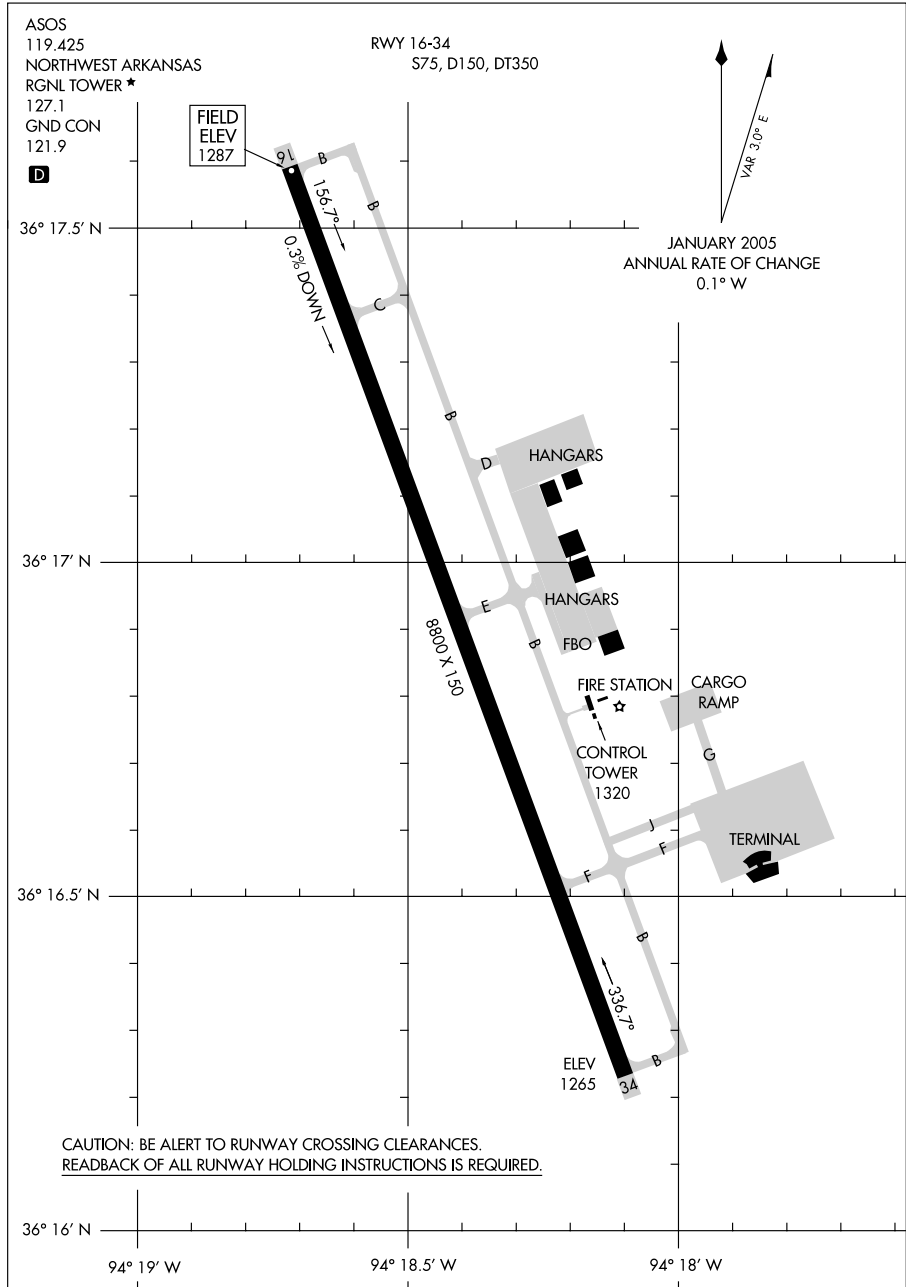
FAYETTEVILLE, ARKANSAS

FAYETTEVILLE/DRAKE FIELD (F'YV)

09183

## AIRPORT DIAGRAM

FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)  
 AL-9274 (FAA) FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS



## AIRPORT DIAGRAM

09183

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS  
 FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)

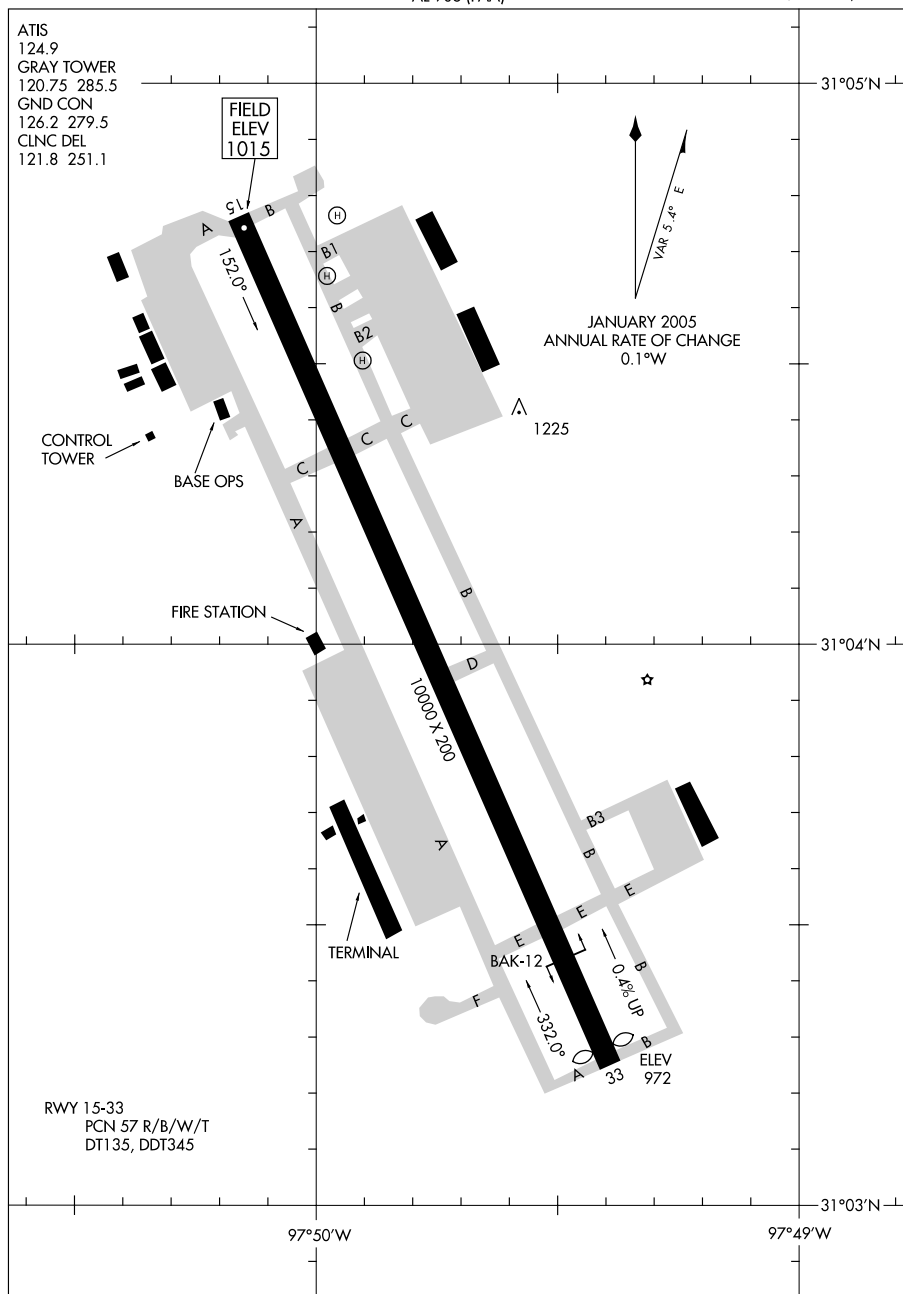
09351

## AIRPORT DIAGRAM

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

AL-906 (FAA)

FORT HOOD/KILLEEN, TEXAS



## AIRPORT DIAGRAM

09351

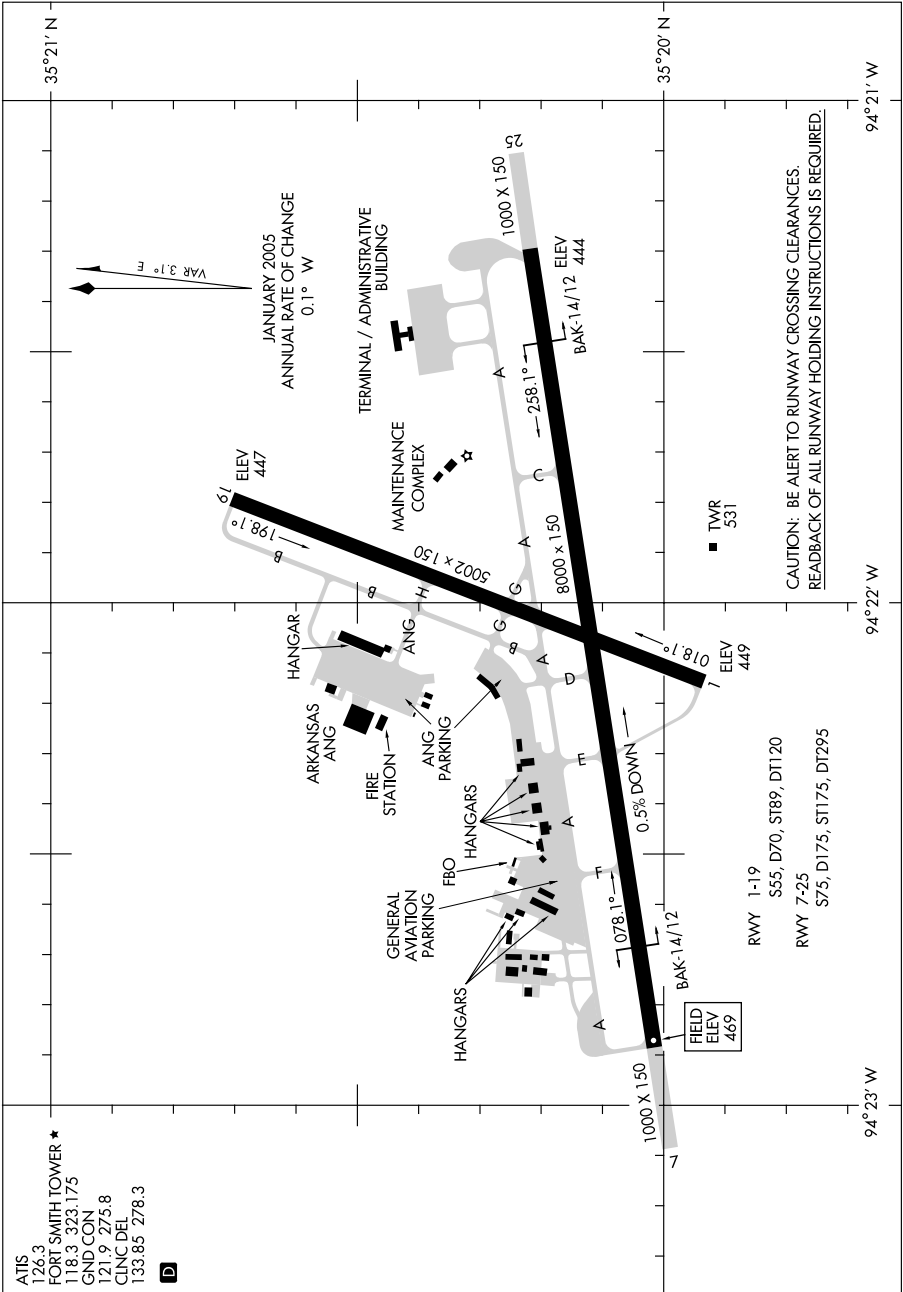
FORT HOOD/KILLEEN, TEXAS  
FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

09183

AIRPORT DIAGRAM

AL-631 (FAA)

FORT SMITH RGNL (FSM)  
FORT SMITH, ARKANSAS



AIRPORT DIAGRAM

09183

FORT SMITH, ARKANSAS  
FORT SMITH RGNL (FSM)





AL-159 (FAA)



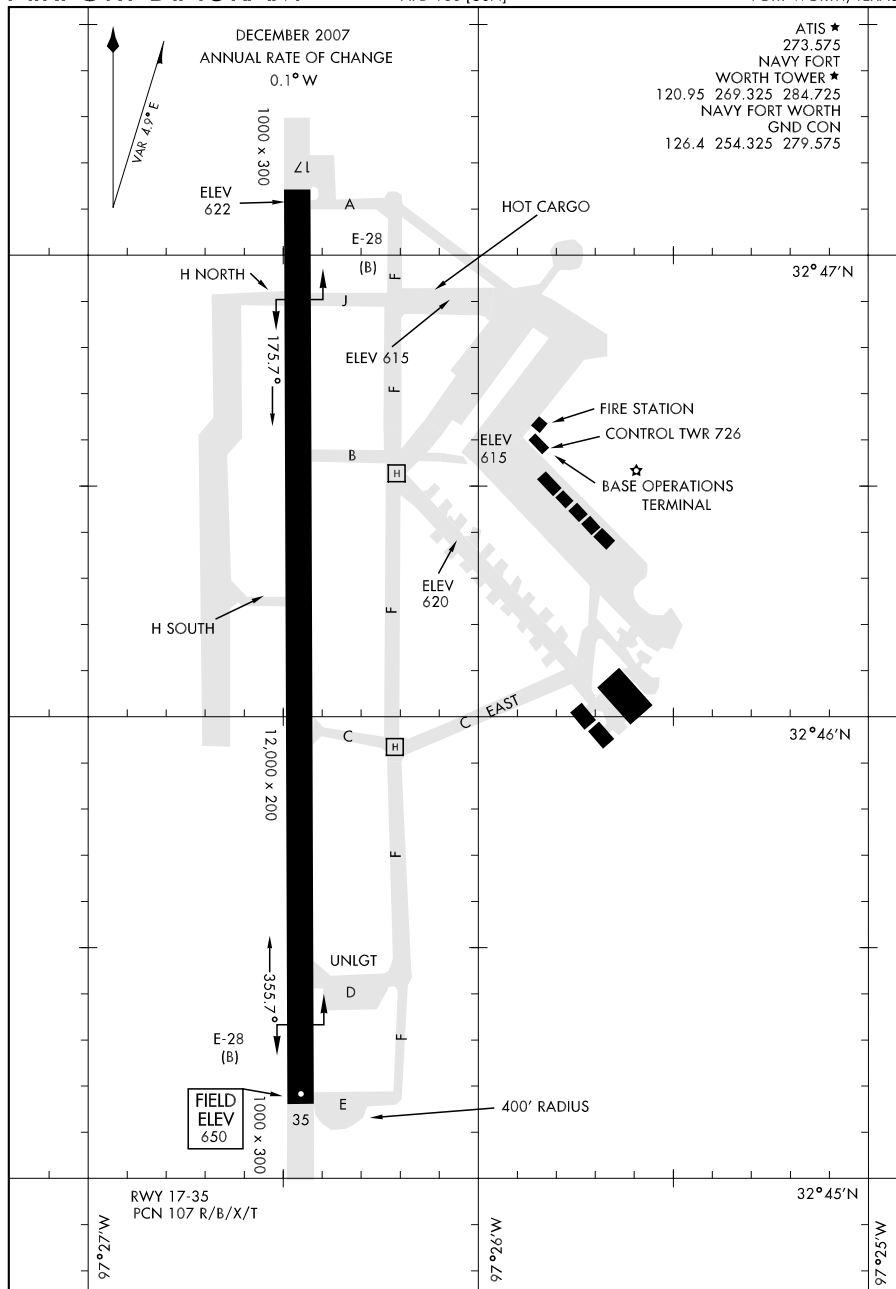
07354

FORT WORTH NAS JRB (CARSWELL FLD) (NFW)

## AIRPORT DIAGRAM

AFD-160 [USN]

FORT WORTH, TEXAS



FORT WORTH, TEXAS

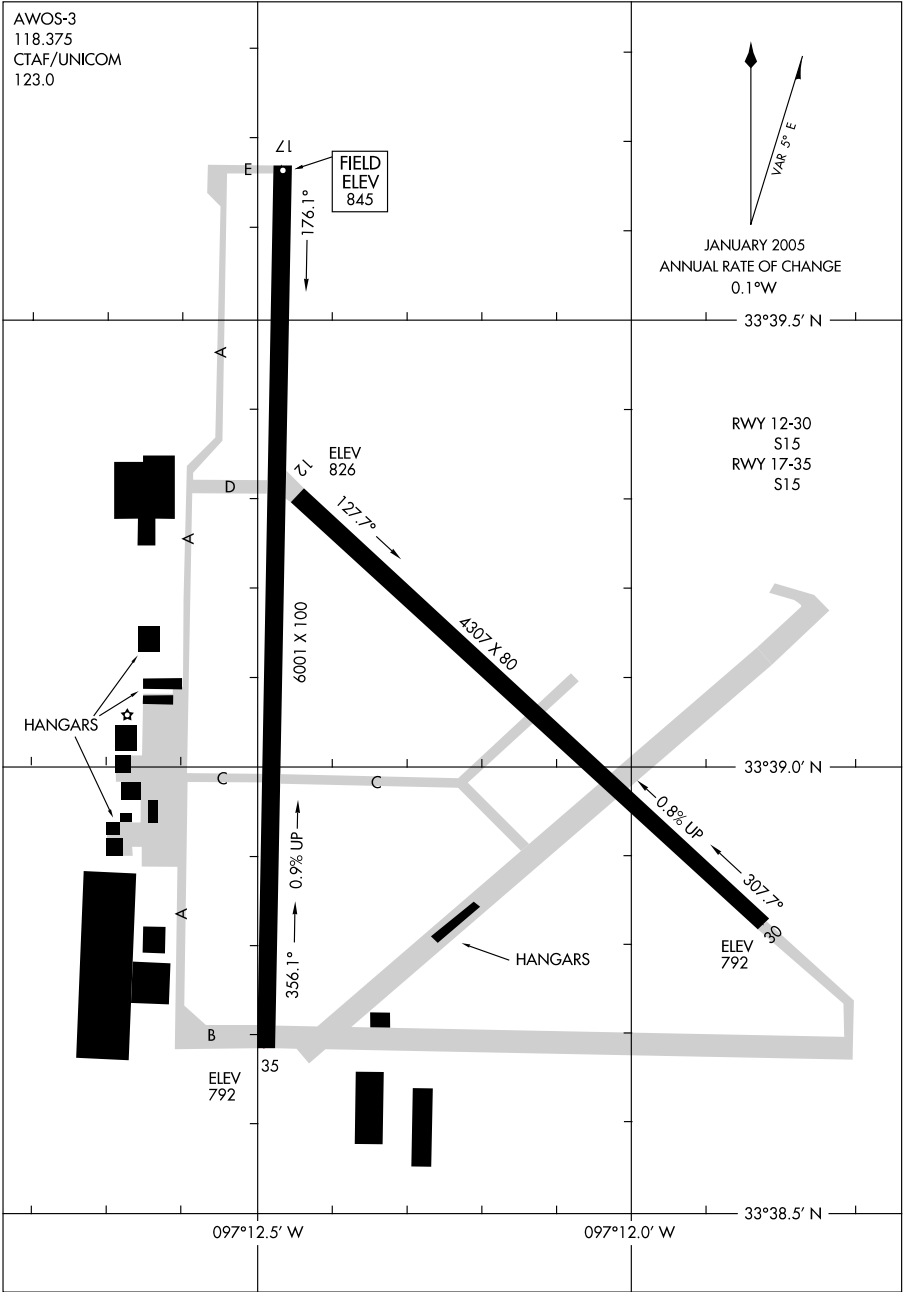
FORT WORTH NAS JRB (CARSWELL FLD) (NFW)

09127

AIRPORT DIAGRAM

AL-6113 (FAA)

GAINESVILLE MUNI (GLE)  
GAINESVILLE, TEXAS



AIRPORT DIAGRAM

09127

GAINESVILLE, TEXAS  
GAINESVILLE MUNI (GLE)

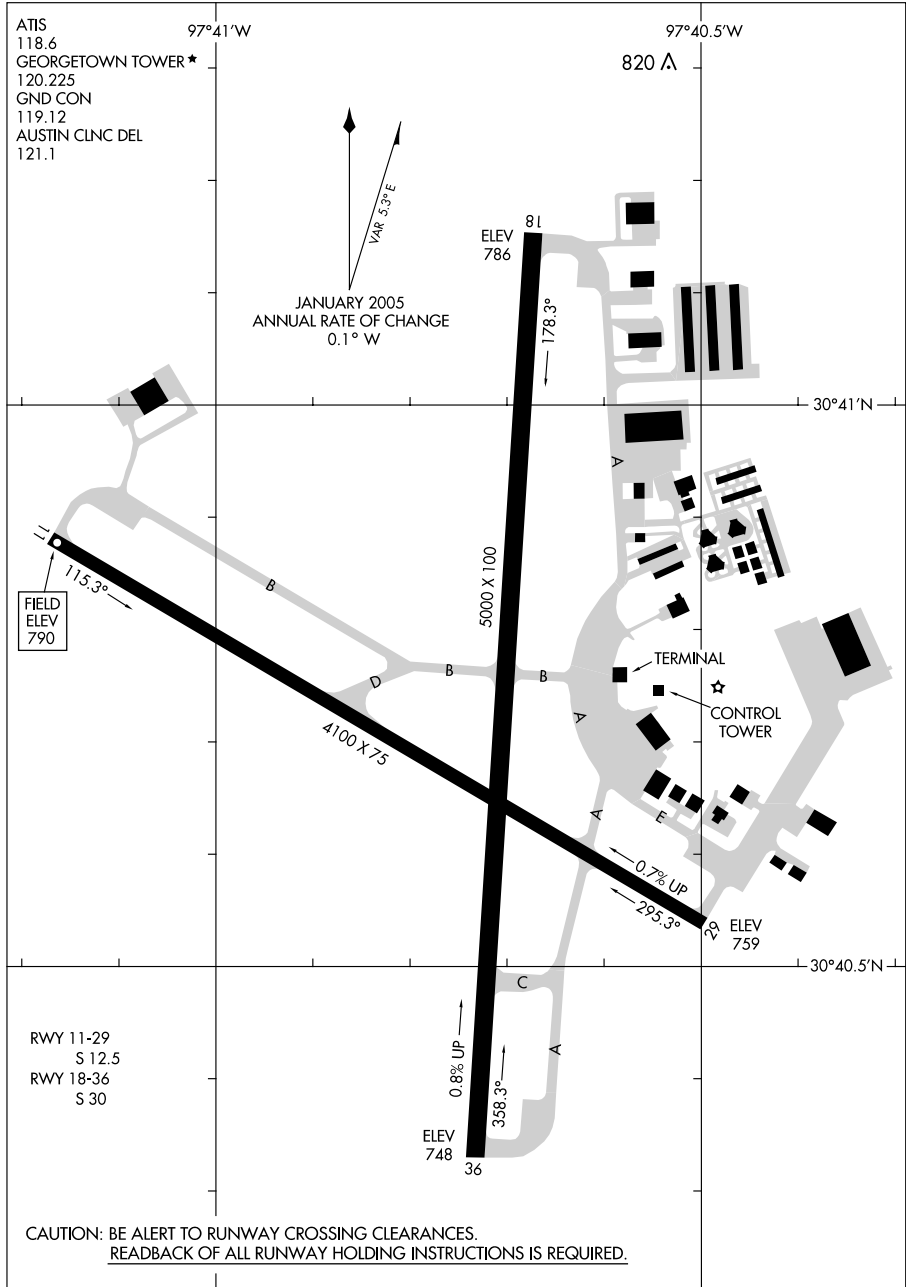
08157

## AIRPORT DIAGRAM

AL-5724 (FAA)

GEORGETOWN MUNI (GTU)

GEORGETOWN, TEXAS



## AIRPORT DIAGRAM

08157

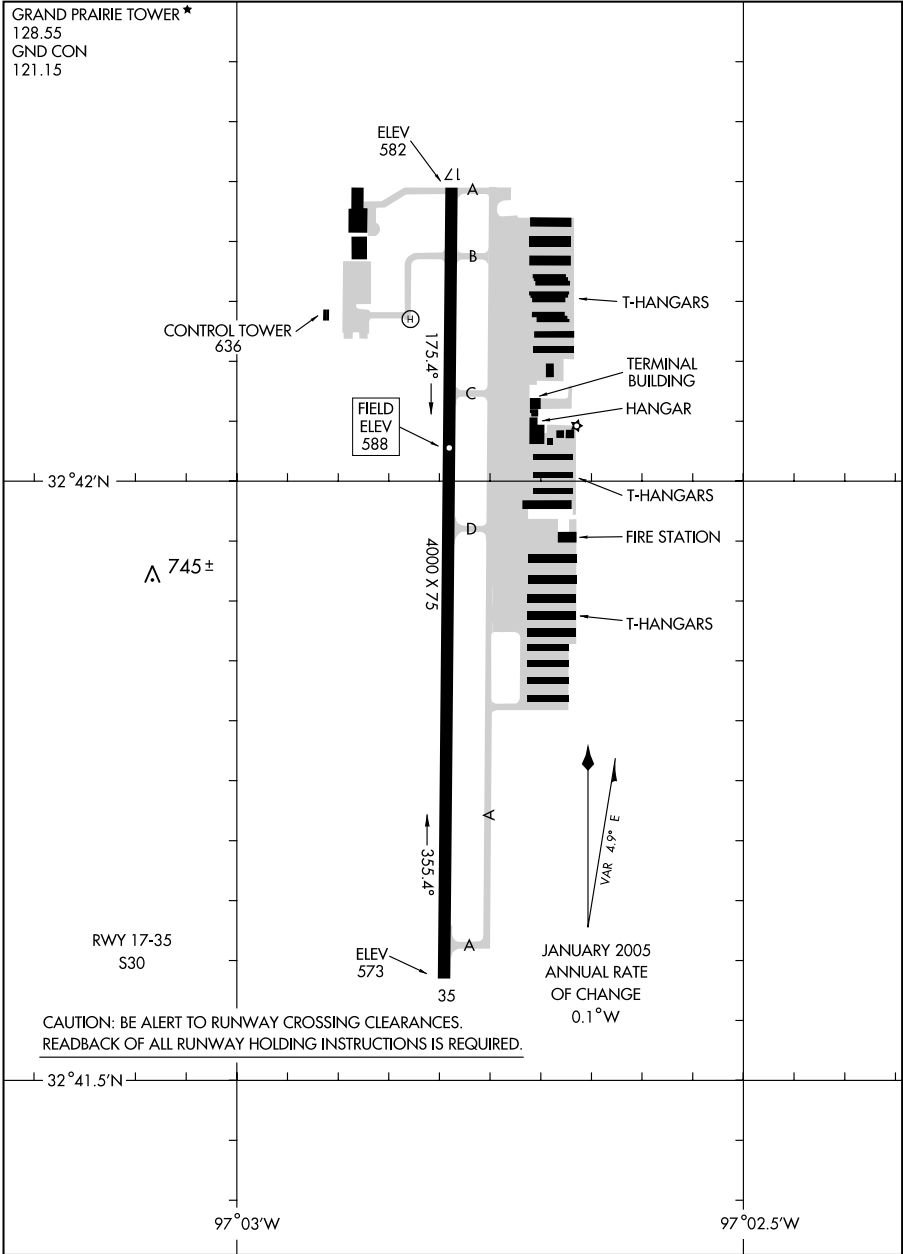
GEORGETOWN, TEXAS

GEORGETOWN MUNI (GTU)

06327

AIRPORT DIAGRAM

GRAND PRAIRIE / GRAND PRAIRIE MUNI (GPM)  
AL-9209 (FAA) GRAND PRAIRIE, TEXAS



AIRPORT DIAGRAM

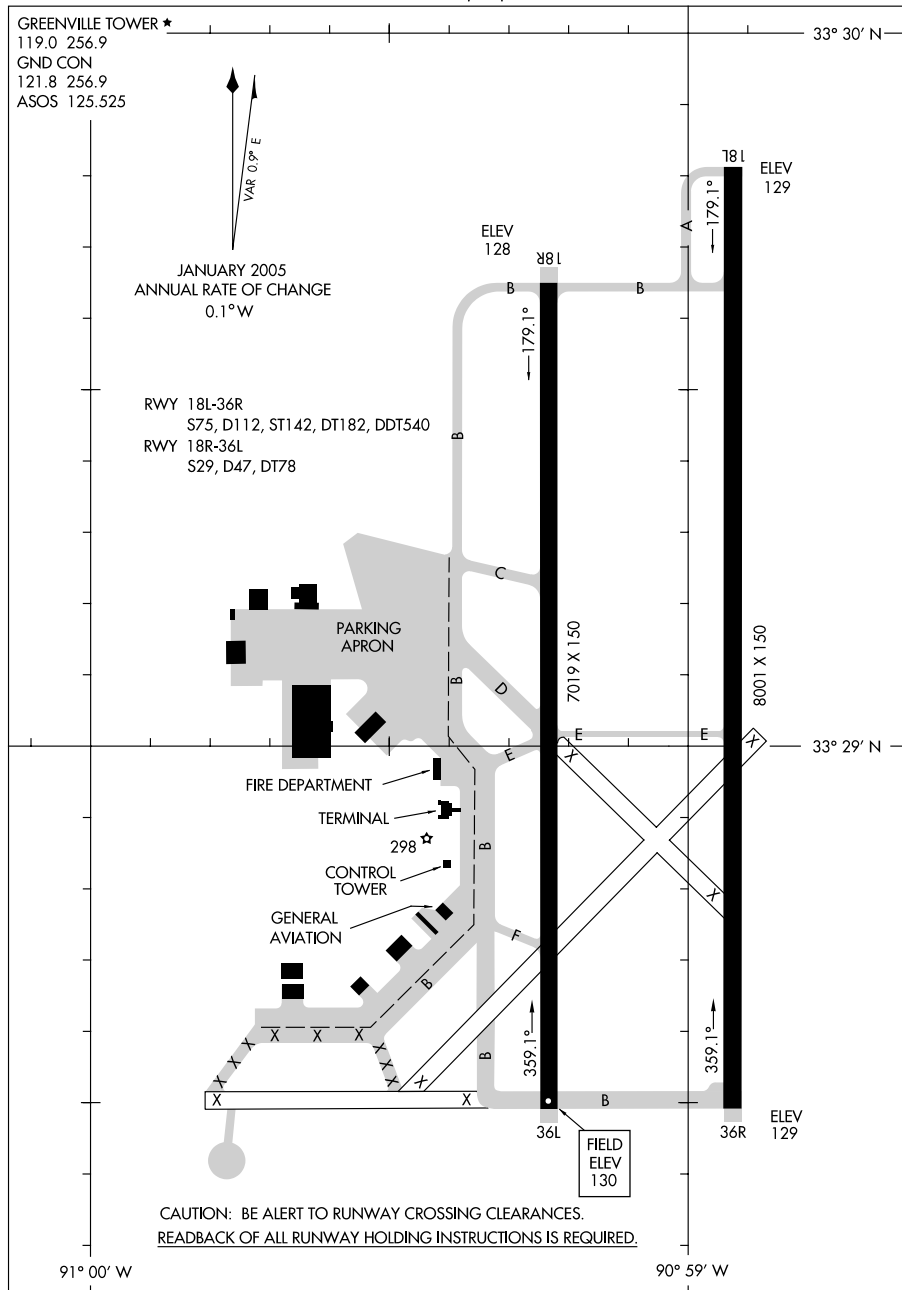
06327

GRAND PRAIRIE, TEXAS  
GRAND PRAIRIE MUNI (GPM)

07354

## AIRPORT DIAGRAM

AL-572 (FAA)

GREENVILLE/MID DELTA RGNL (GLH)  
GREENVILLE, MISSISSIPPI

## AIRPORT DIAGRAM

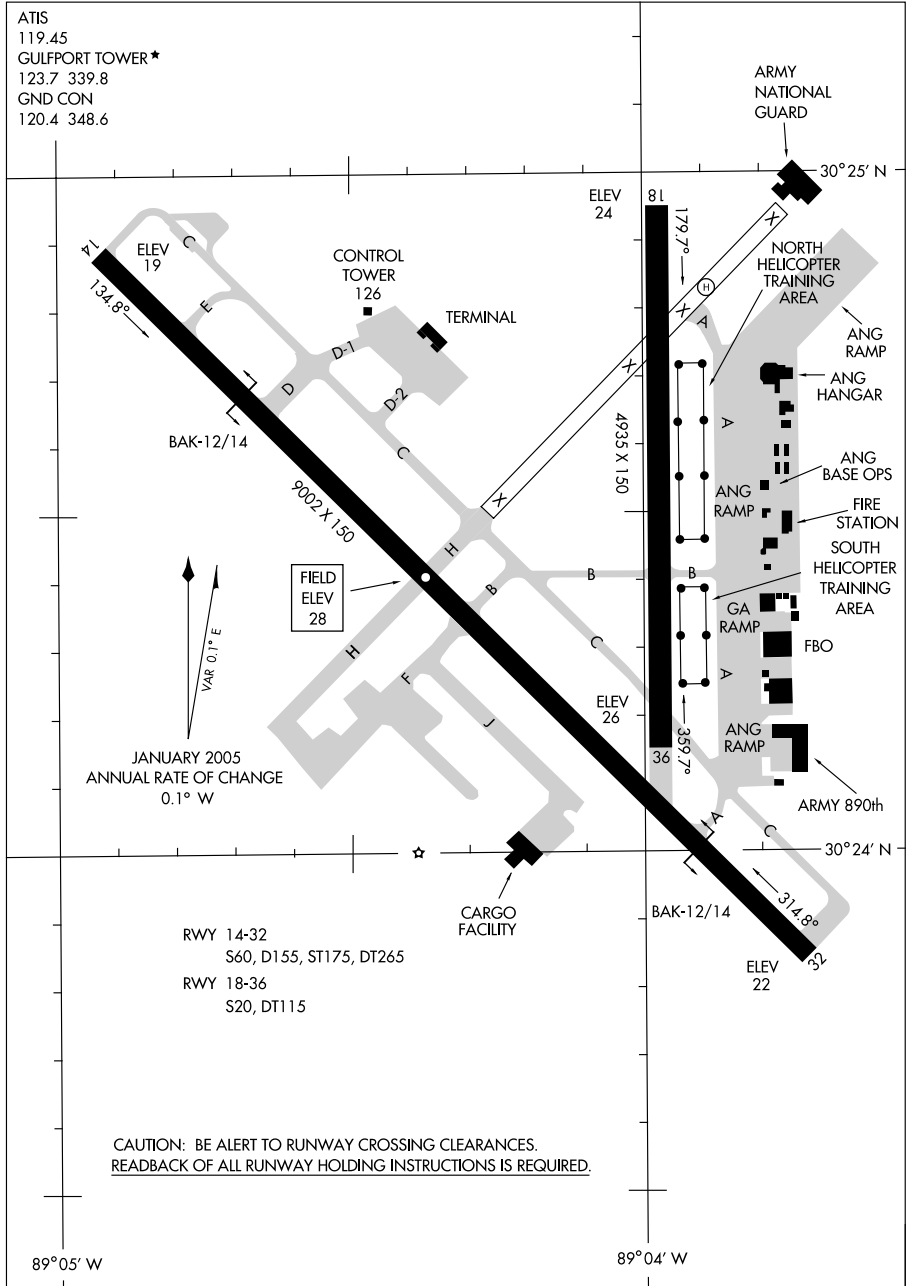
07354

GREENVILLE, MISSISSIPPI  
GREENVILLE/MID DELTA RGNL (GLH)

09295

## AIRPORT DIAGRAM

AL-576 (FAA)

GULFPORT-BILOXI INTL (GPT)  
GULFPORT, MISSISSIPPI

## AIRPORT DIAGRAM

09295

GULFPORT, MISSISSIPPI  
GULFPORT-BILOXI INTL (GPT)





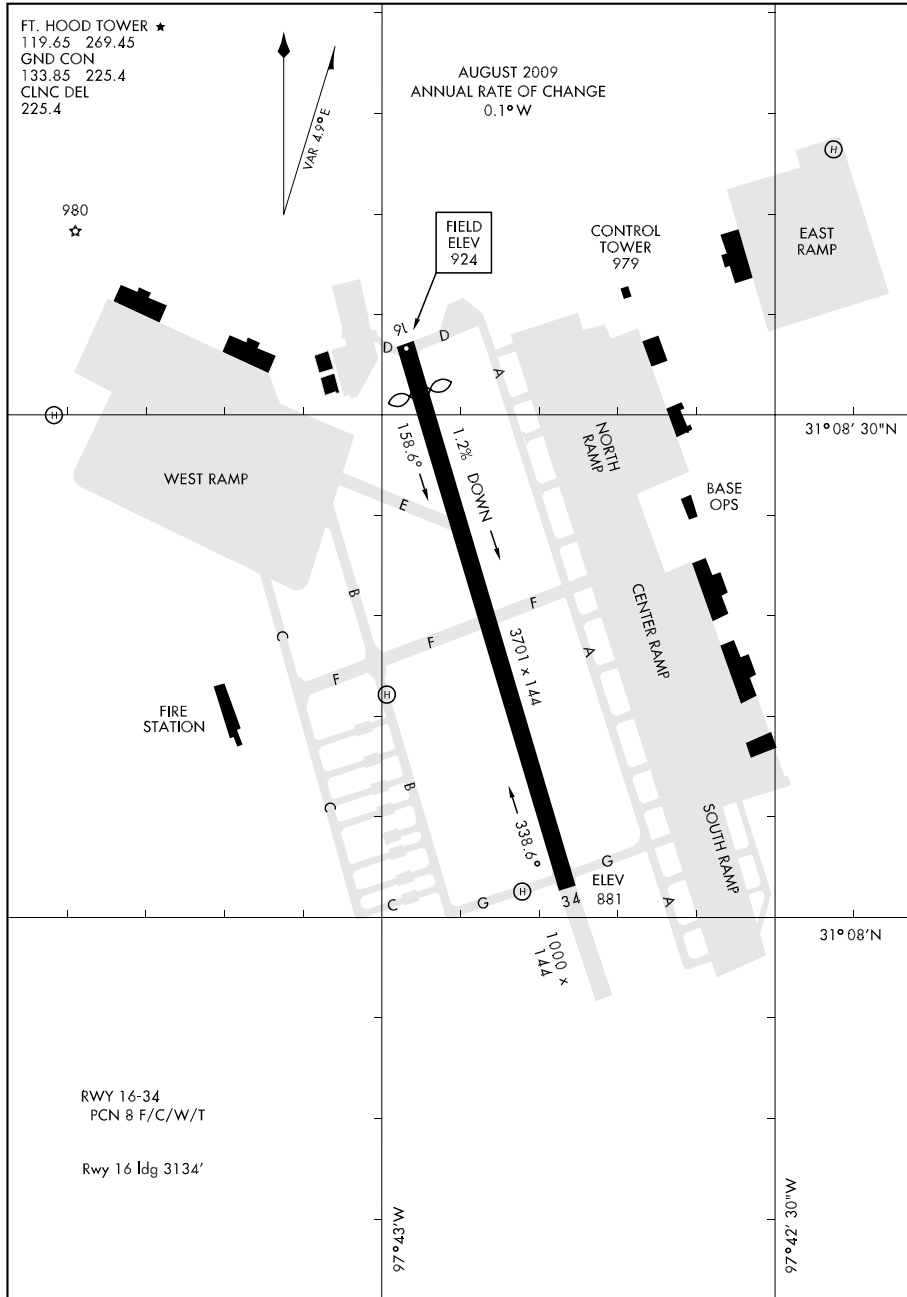
09239

HOOD AAF (KHLR)

# AIRPORT DIAGRAM

AFD-5031 [USA]

FT HOOD, TEXAS



# AIRPORT DIAGRAM

FT HOOD, TEXAS  
HOOD AAF (KHLR)

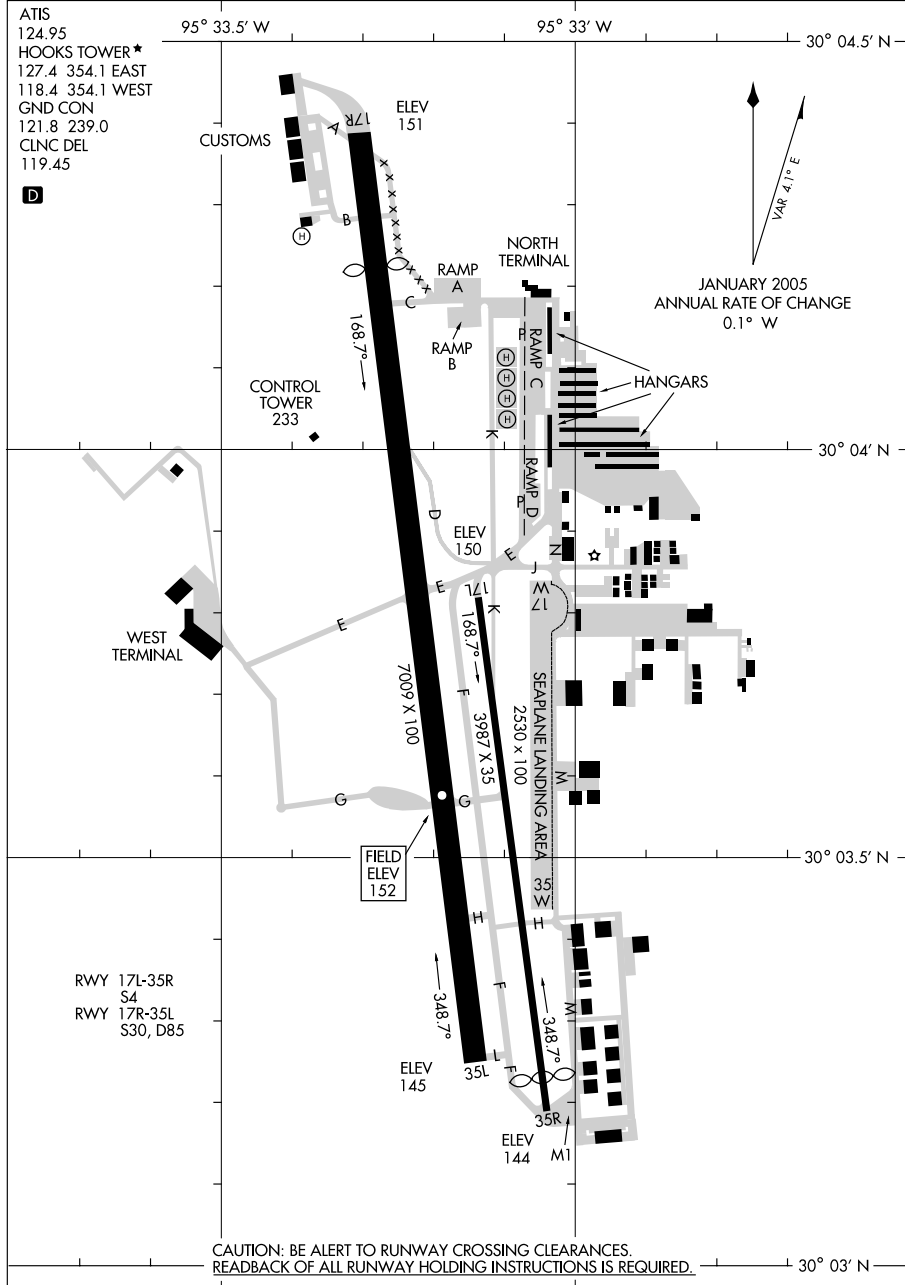


09071

## AIRPORT DIAGRAM

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)  
AL-5457 (FAA)

HOUSTON, TEXAS



## AIRPORT DIAGRAM

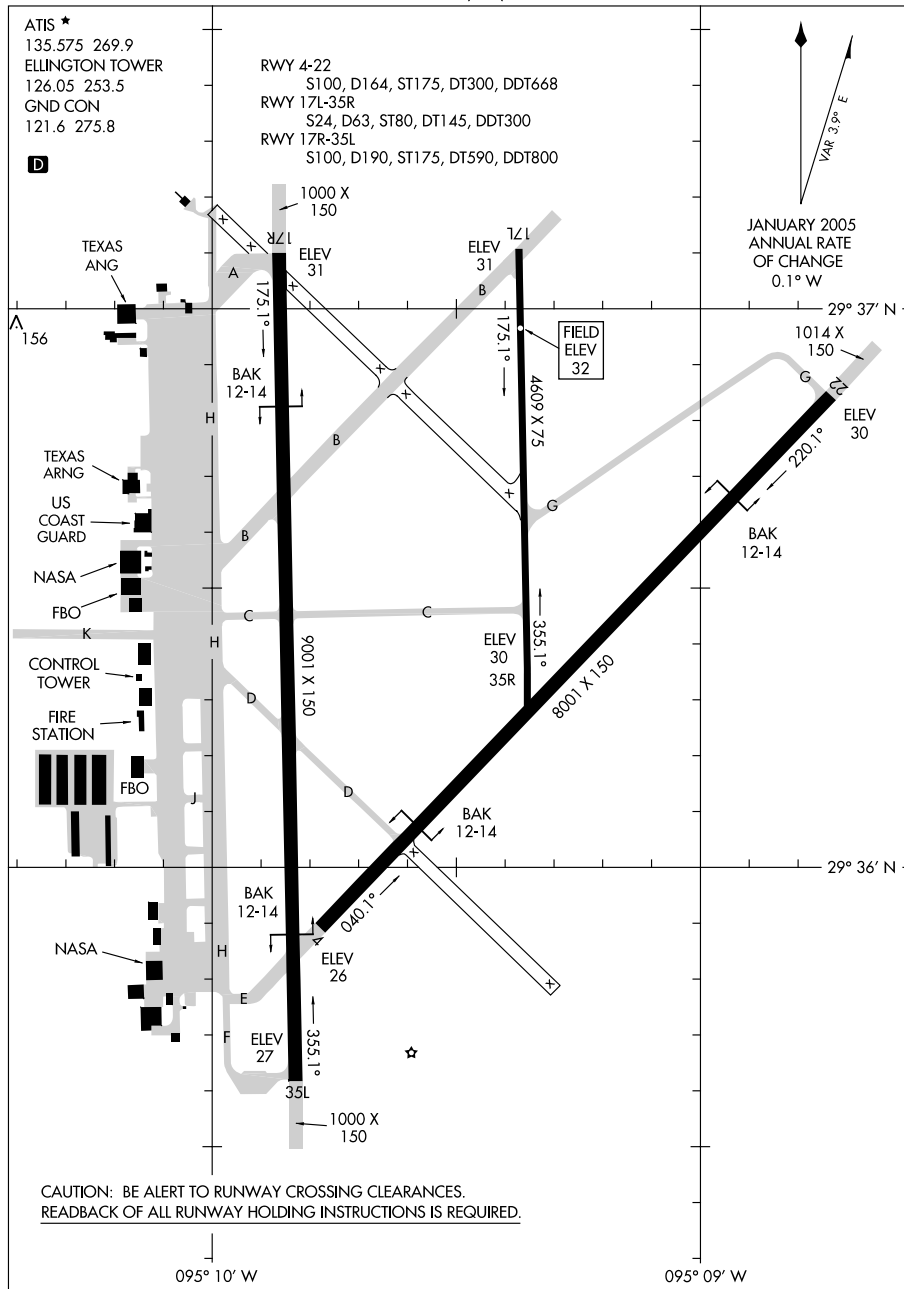
09071

HOUSTON, TEXAS  
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

09239

## AIRPORT DIAGRAM

AL-197 (FAA)

HOUSTON/ ELLINGTON FIELD (EFD)  
HOUSTON, TEXAS

## AIRPORT DIAGRAM

09239

HOUSTON, TEXAS  
HOUSTON/ ELLINGTON FIELD (EFD)

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)  
AL-5461 (FAA) HOUSTON, TEXAS



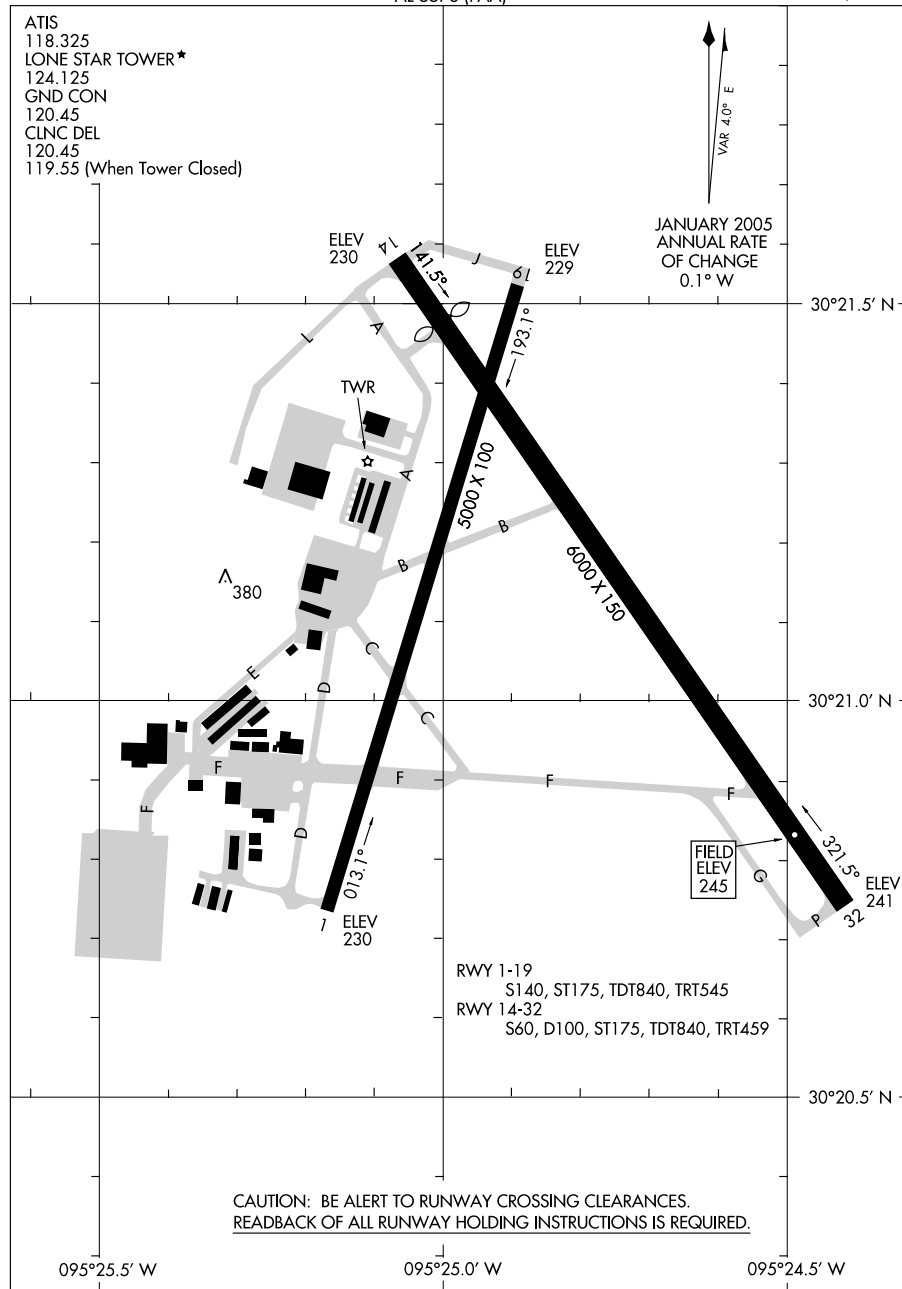
09295

## AIRPORT DIAGRAM

HOUSTON/ LONE STAR EXECUTIVE (C XO)

AL-5573 (FAA)

HOUSTON, TEXAS



## AIRPORT DIAGRAM

09295

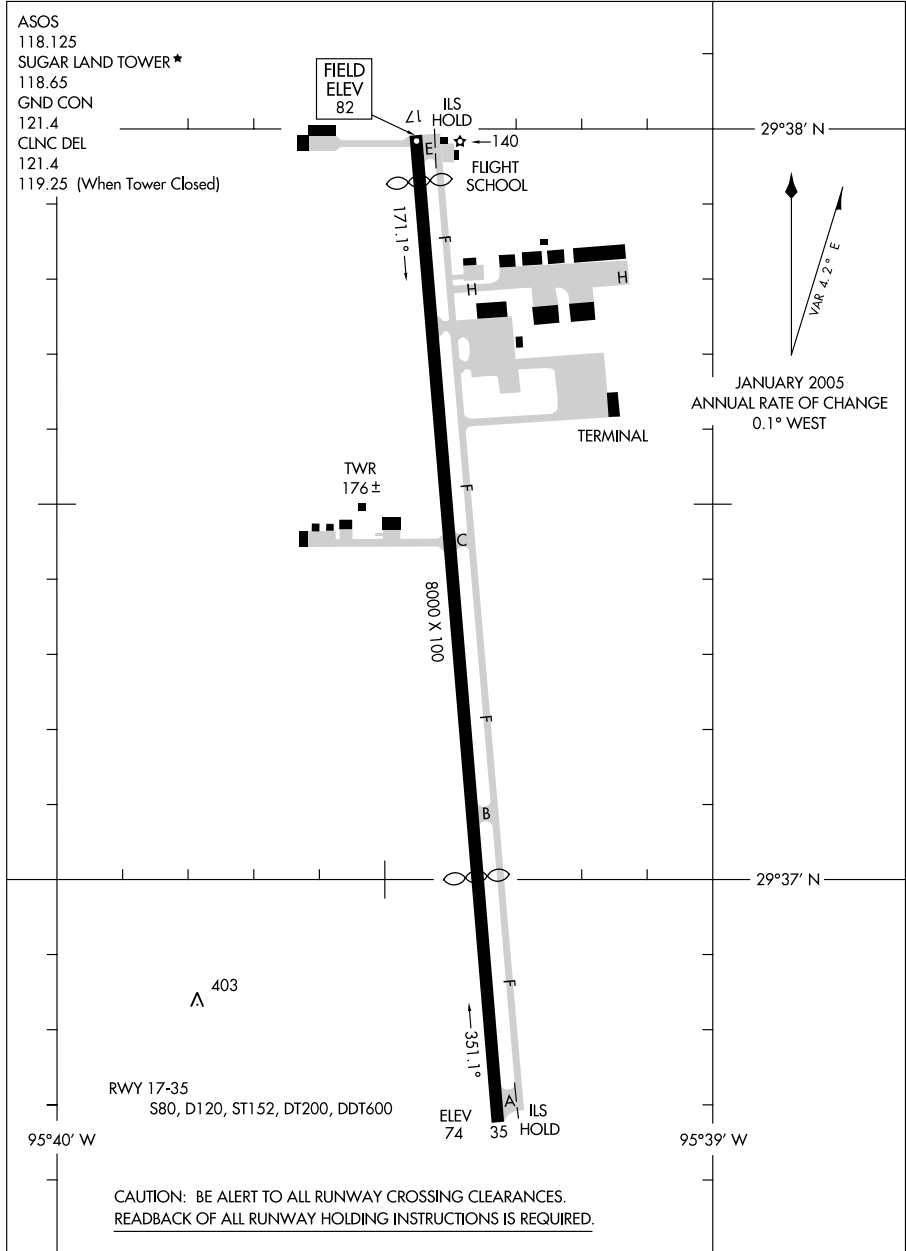
HOUSTON, TEXAS  
HOUSTON/ LONE STAR EXECUTIVE (C XO)

09295

# AIRPORT DIAGRAM

AL-5537 (FAA)

HOUSTON/ SUGAR LAND RGNL (SGR)  
HOUSTON, TEXAS



# AIRPORT DIAGRAM

09295

HOUSTON, TEXAS  
HOUSTON/ SUGAR LAND RGNL (SGR)

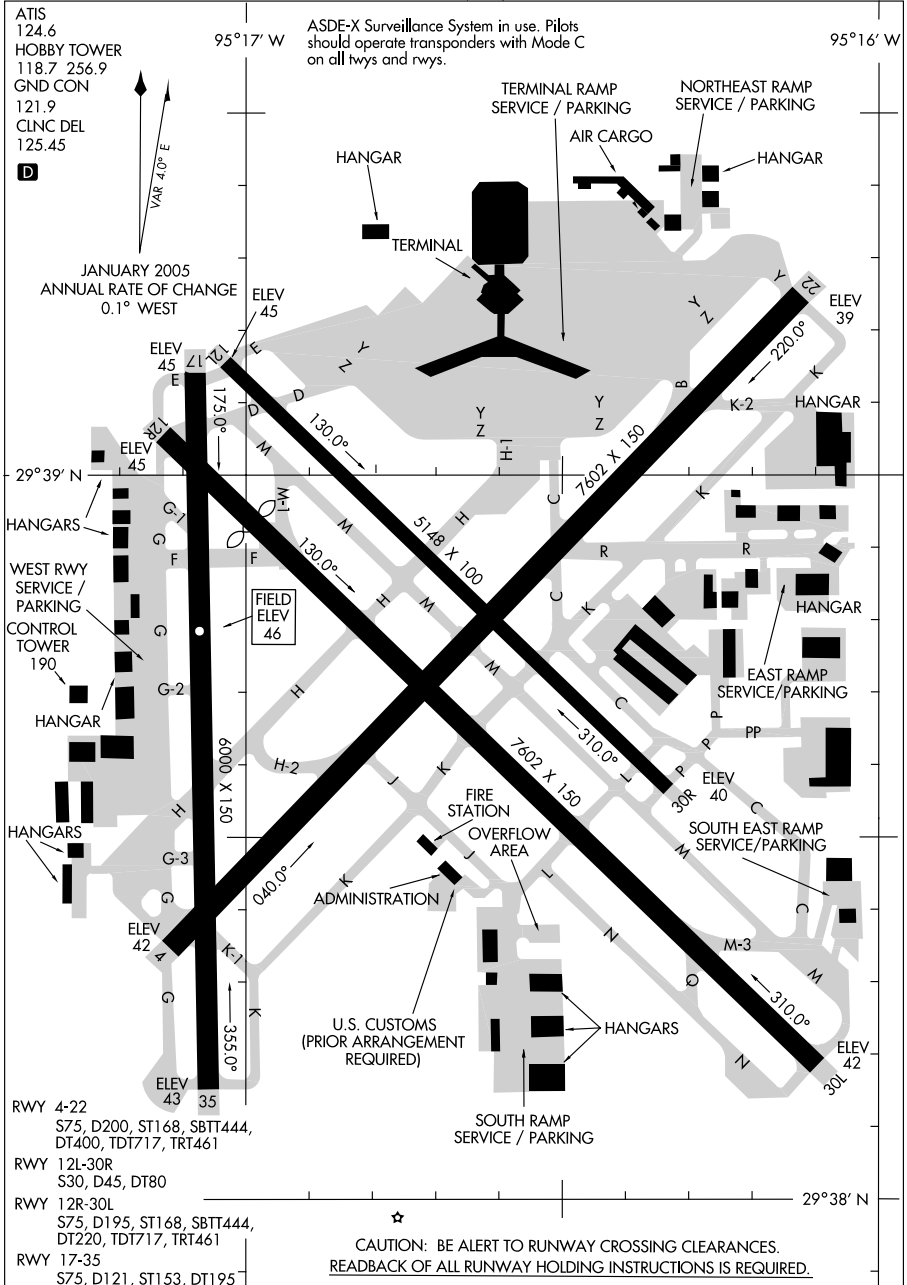


09351

# AIRPORT DIAGRAM

HOUSTON/WILLIAM P. HOBBY (HOU)  
HOUSTON, TEXAS

AL-198 (FAA)



# AIRPORT DIAGRAM

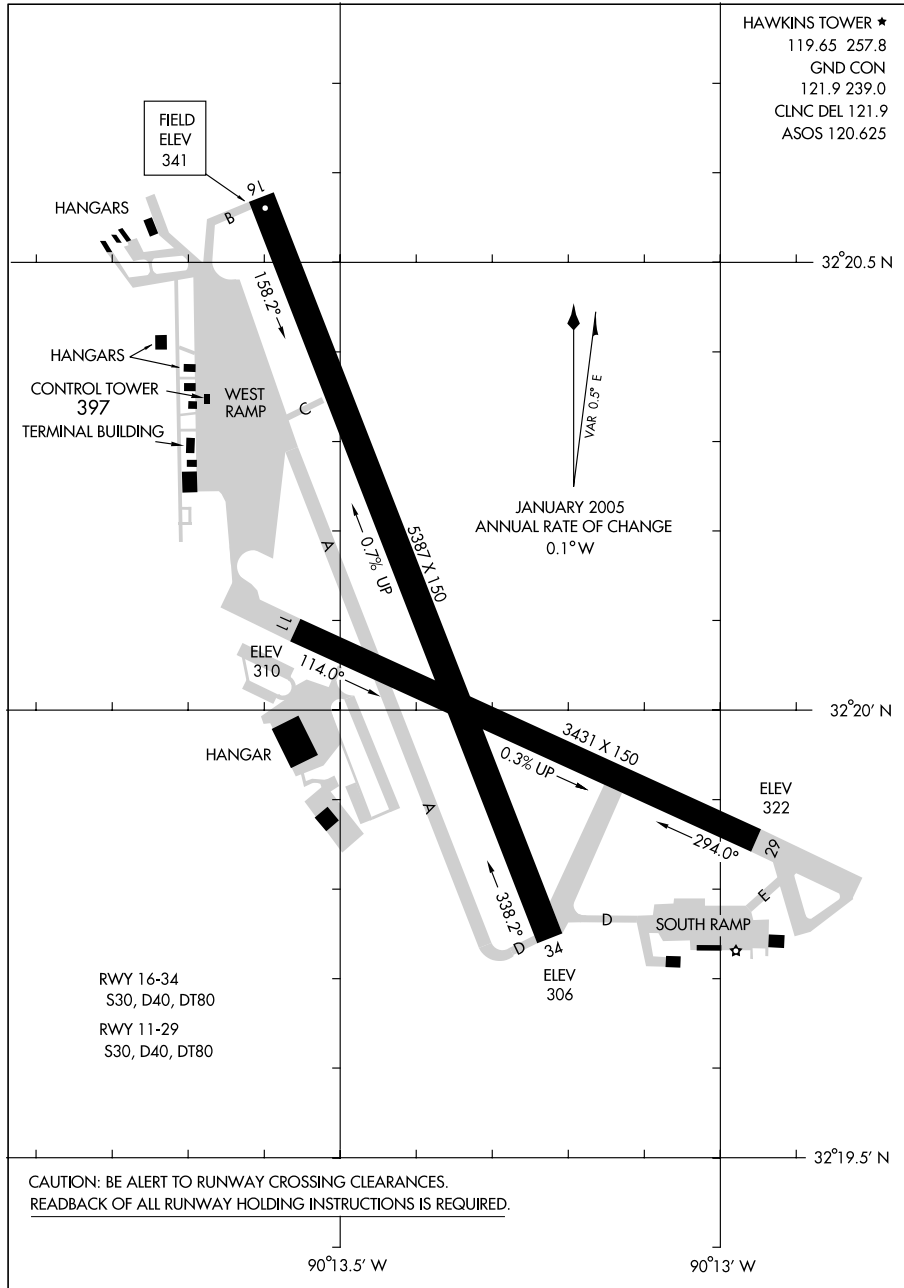
09351

HOUSTON, TEXAS  
HOUSTON/WILLIAM P. HOBBY (HOU)

08101

## AIRPORT DIAGRAM

AL-206 (FAA)

JACKSON/HAWKINS FIELD (HKS)  
JACKSON, MISSISSIPPI

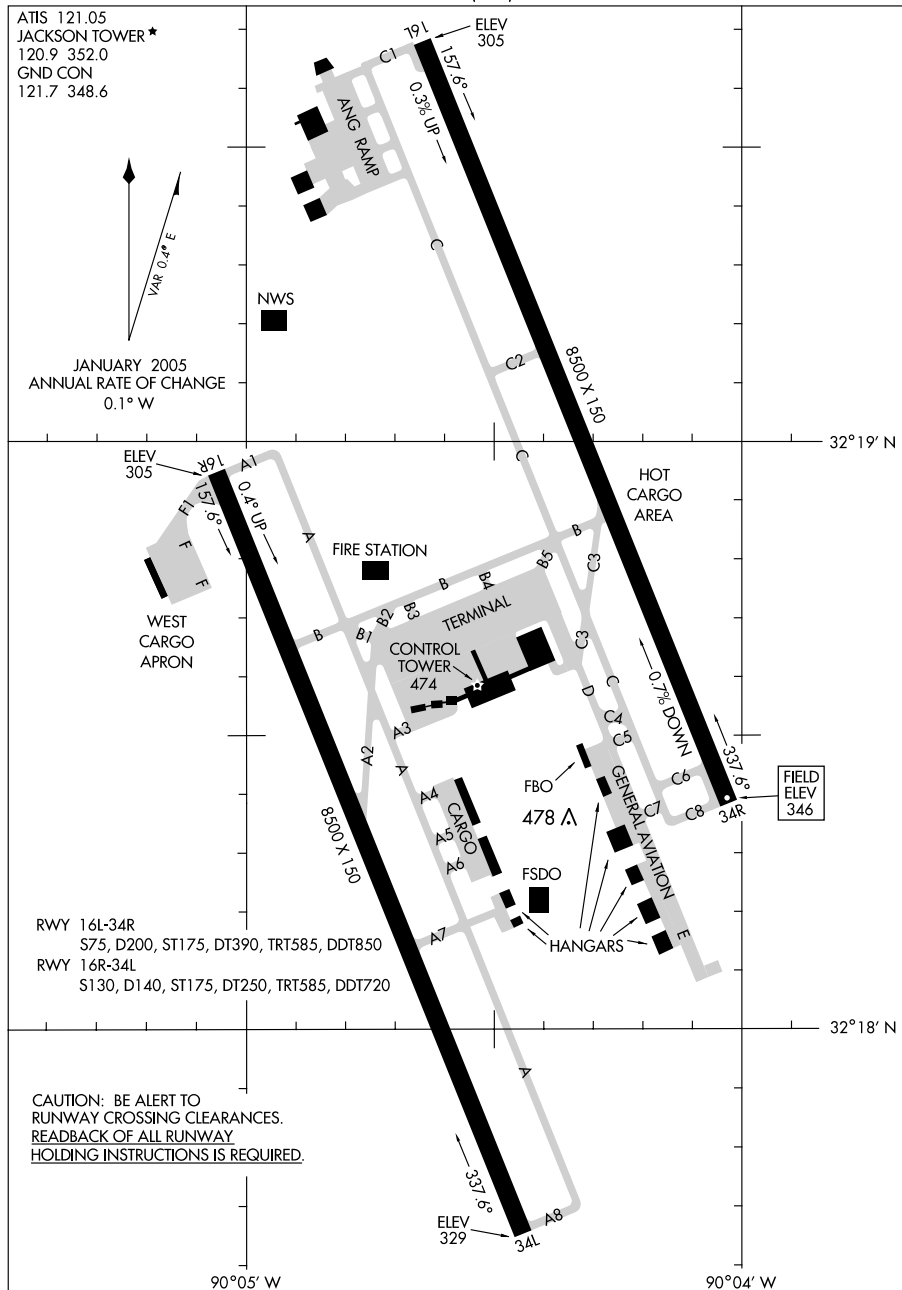
## AIRPORT DIAGRAM

08101

JACKSON, MISSISSIPPI  
JACKSON/HAWKINS FIELD (HKS)

08157

## AIRPORT DIAGRAM

JACKSON-EVERS INTL (JAN)  
JACKSON, MISSISSIPPI

## AIRPORT DIAGRAM

08157

JACKSON, MISSISSIPPI  
JACKSON-EVERS INTL (JAN)

09239

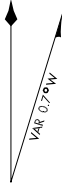
## AIRPORT DIAGRAM

AFD-49 [USAF]

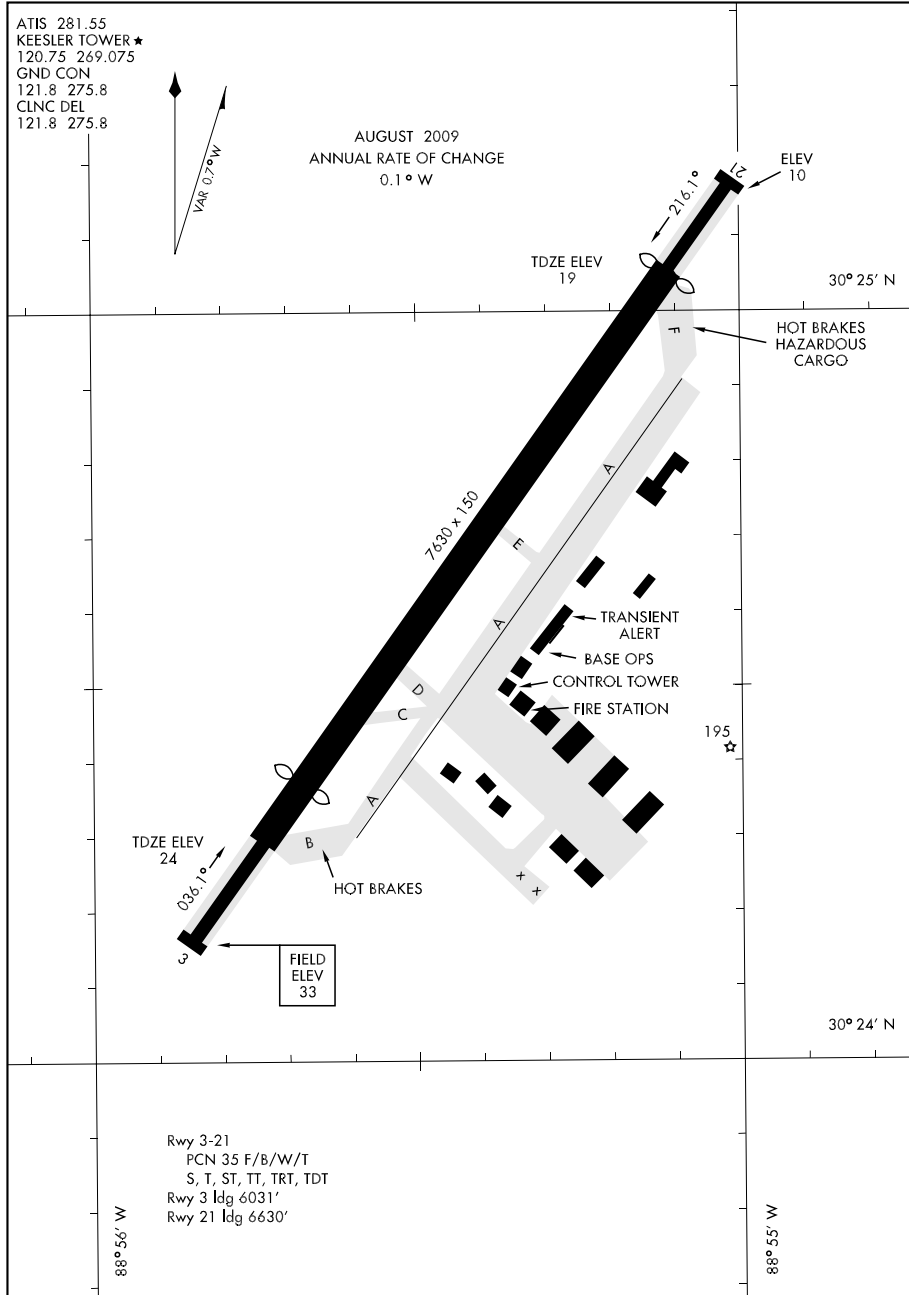
KEESLER AFB (KBIX)

BILOXI, MISSISSIPPI

ATIS 281.55  
 KEESLER TOWER ★  
 120.75 269.075  
 GND CON  
 121.8 275.8  
 CLNC DEL  
 121.8 275.8



AUGUST 2009  
 ANNUAL RATE OF CHANGE  
 0.1° W



## AIRPORT DIAGRAM

WGS-84 DATUM

BILOXI, MISSISSIPPI  
 KEESLER AFB (KBIX)

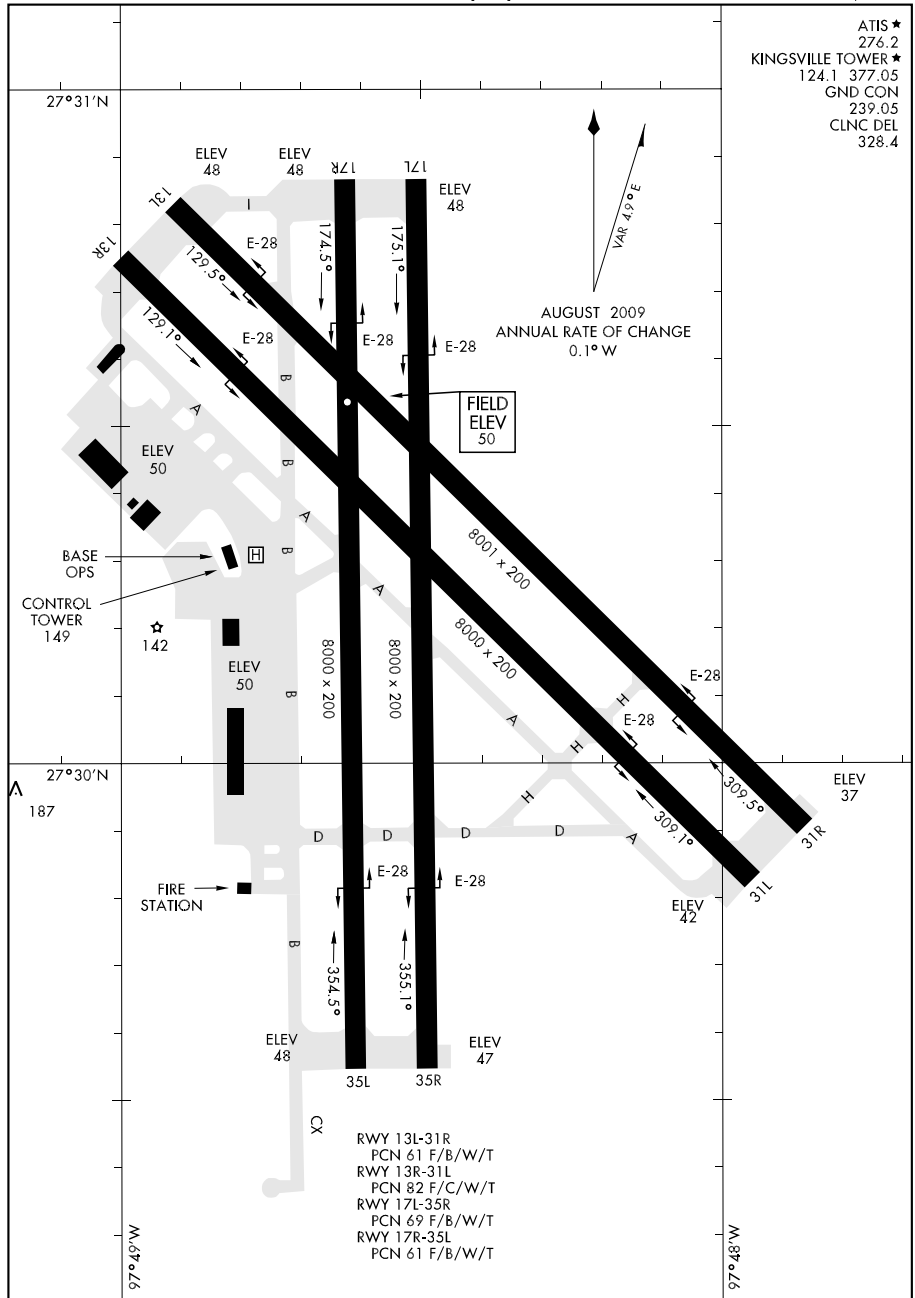
09239

## AIRPORT DIAGRAM

AFD-918 [USN]

KINGSVILLE NAS (KNQI)

KINGSVILLE, TEXAS



## AIRPORT DIAGRAM

KINGSVILLE, TEXAS  
KINGSVILLE NAS (KNQI)

**SC, 17 DEC 2009 to 11 FEB 2010**

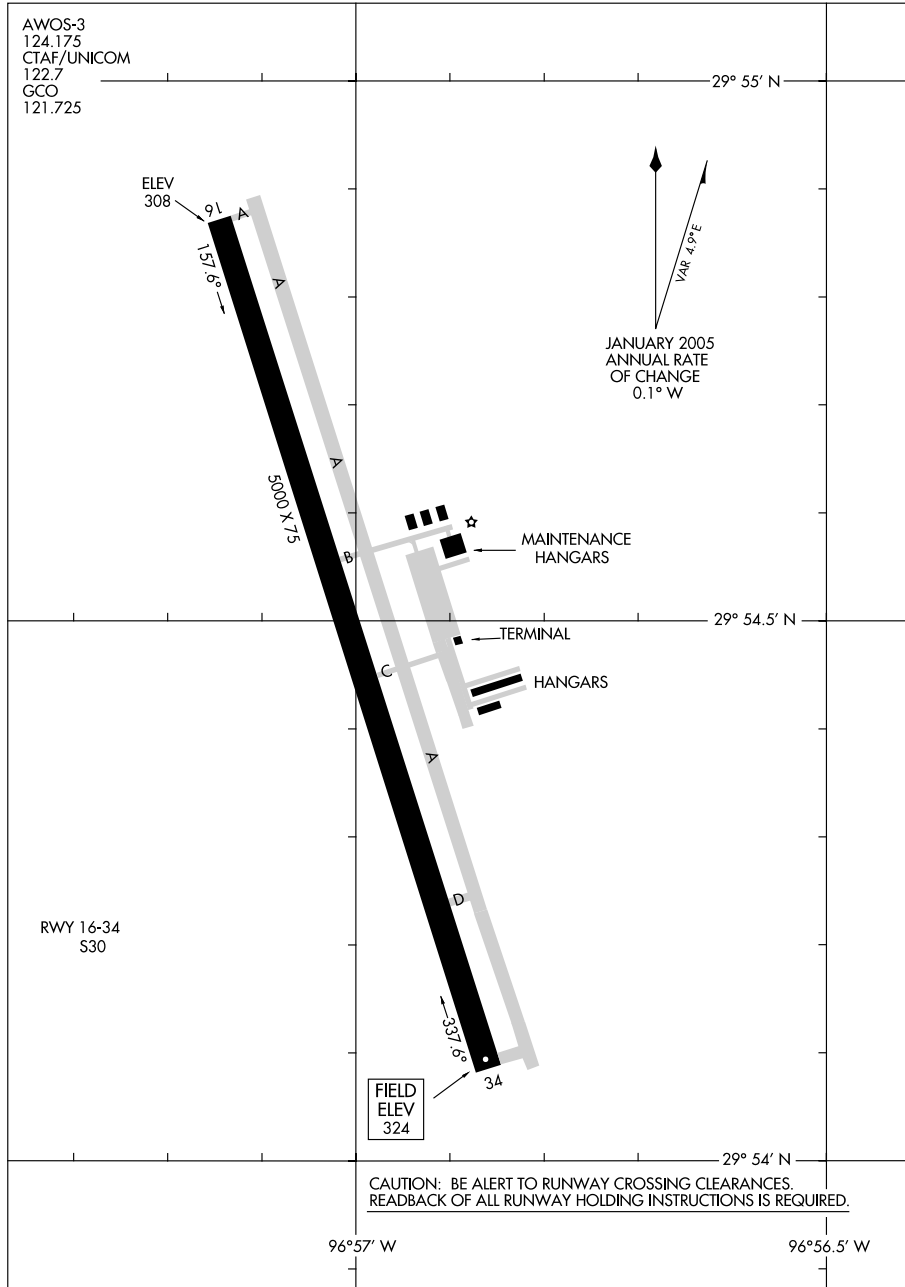
09239

## AIRPORT DIAGRAM

LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)

AL-9154 (FAA)

LA GRANGE, TEXAS



## AIRPORT DIAGRAM

09239

LA GRANGE, TEXAS  
LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)

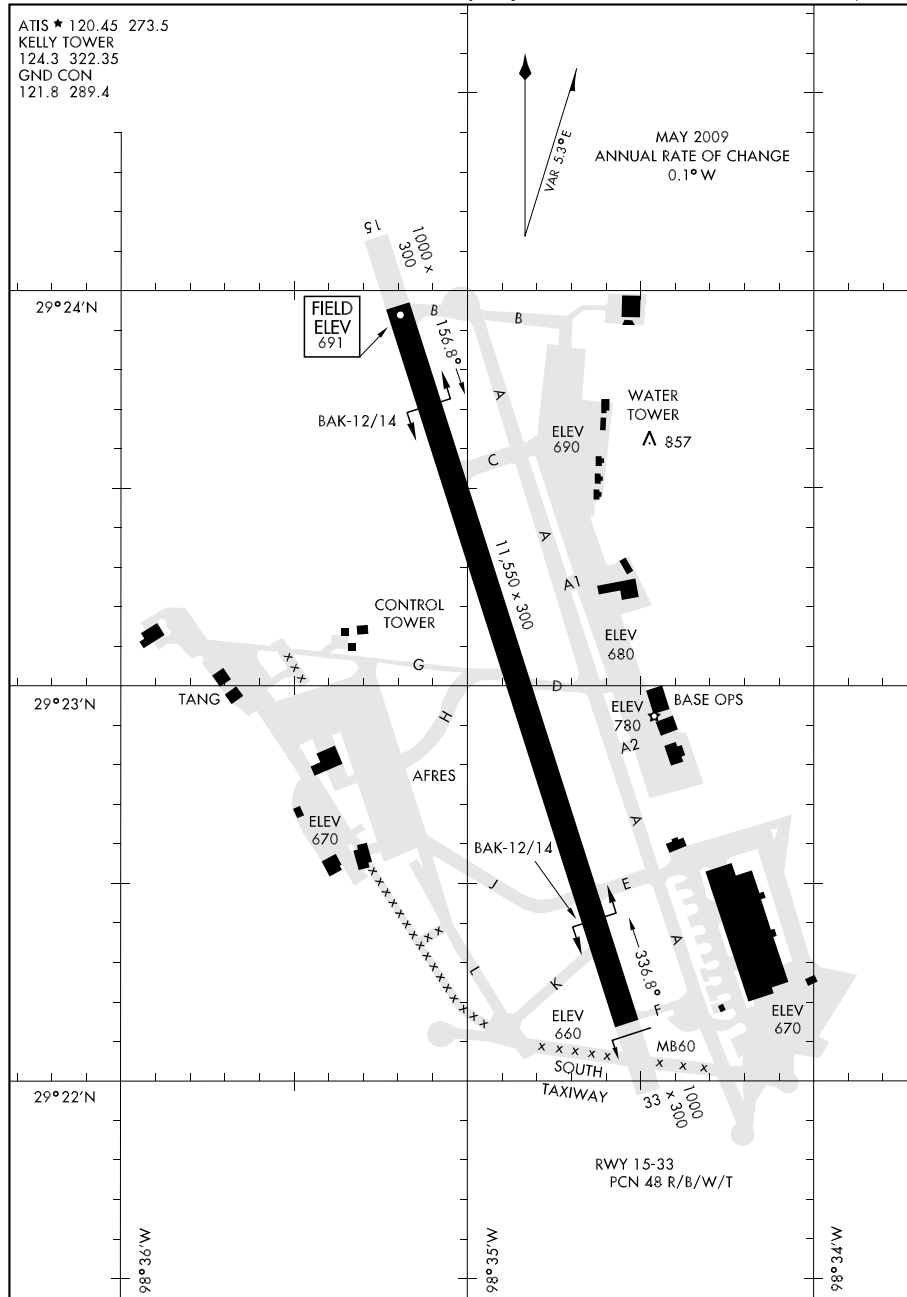
09127

## AIRPORT DIAGRAM

LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

AFD-371 [USAF]

SAN ANTONIO, TEXAS



## AIRPORT DIAGRAM

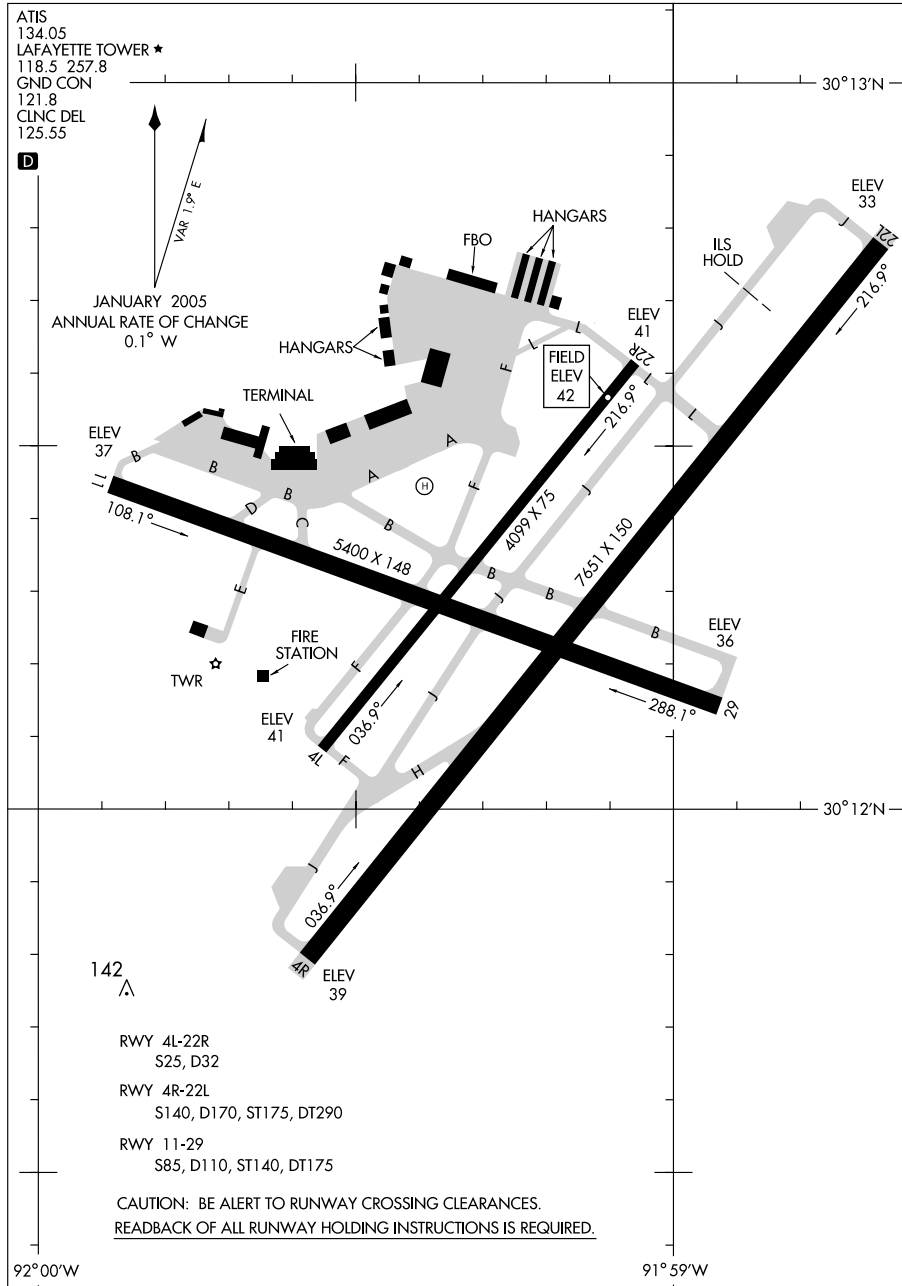
SAN ANTONIO, TEXAS

LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

09295

## AIRPORT DIAGRAM

AL-865 (FAA)

LAFAYETTE RGNL (L.F.T)  
LAFAYETTE, LOUISIANA

## AIRPORT DIAGRAM

09295

LAFAYETTE, LOUISIANA  
LAFAYETTE RGNL (L.F.T)



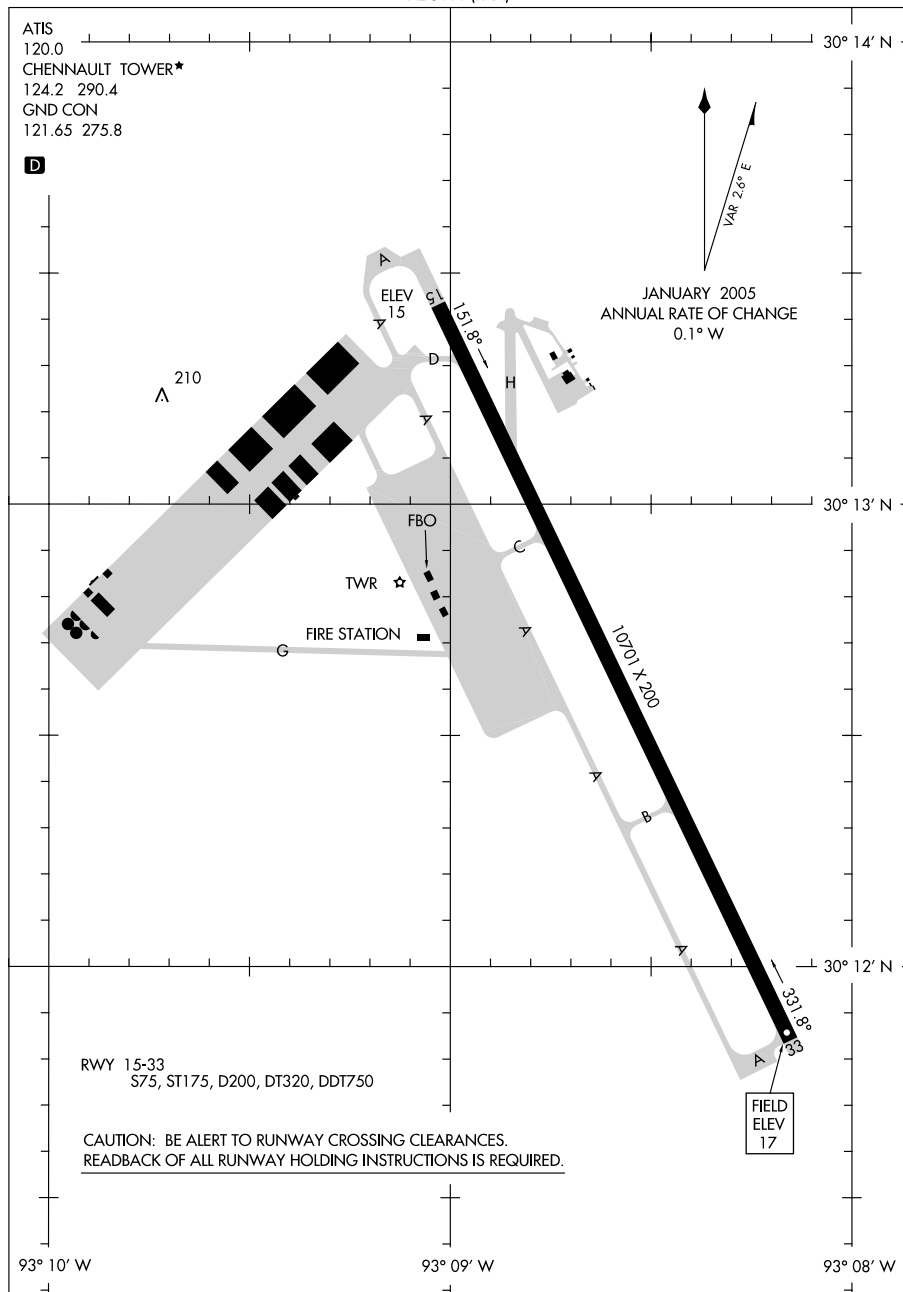
09239

## AIRPORT DIAGRAM

AL-5111 (FAA)

LAKE CHARLES/CHENNAULT INTL (CWF)

LAKE CHARLES, LOUISIANA



## AIRPORT DIAGRAM

09239

LAKE CHARLES, LOUISIANA  
LAKE CHARLES/CHENNAULT INTL (CWF)

LAKE CHARLES RGNL (LCH)  
LAKE CHARLES, LOUISIANA





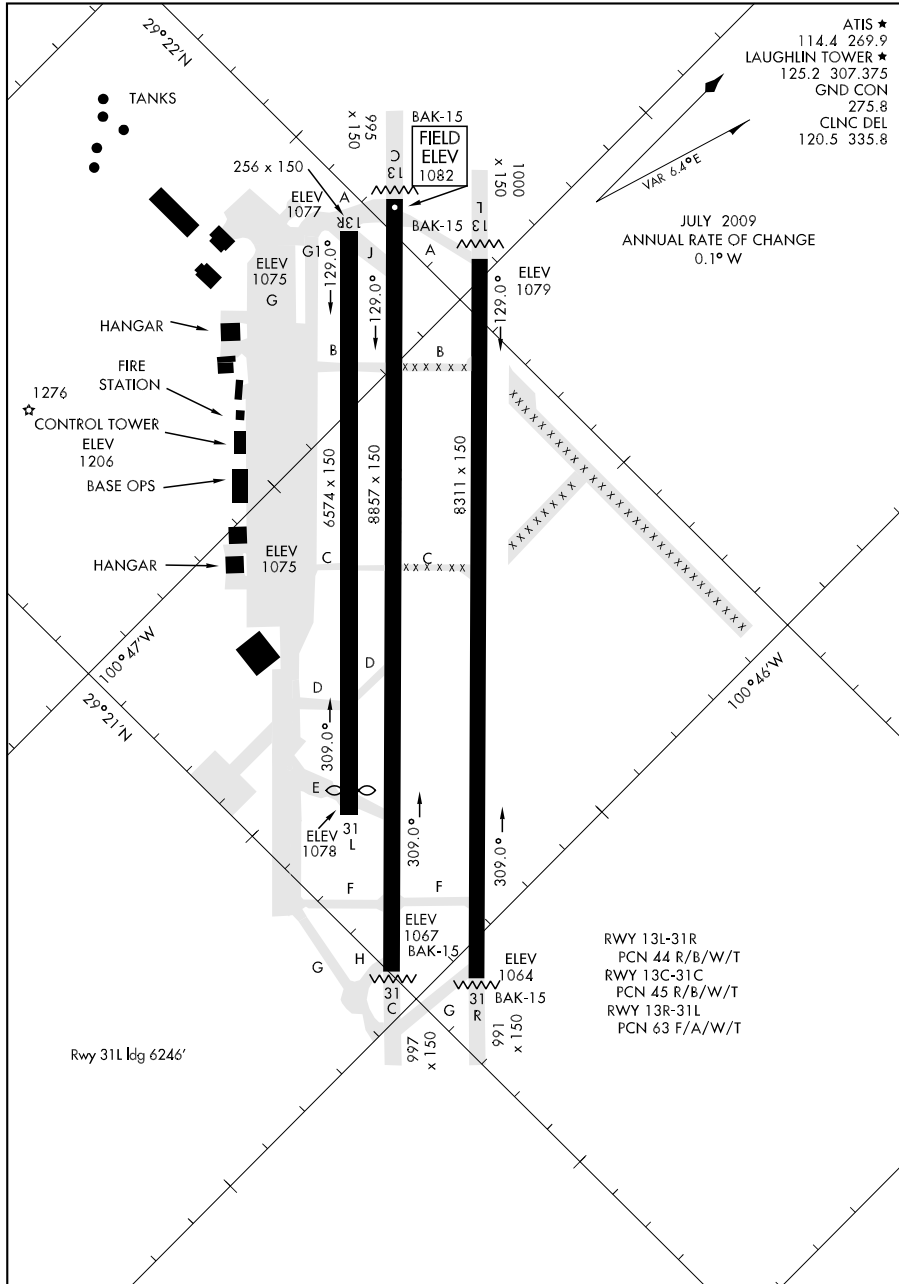
09183

## AIRPORT DIAGRAM

AFD-111 [USAF]

LAUGHLIN AFB (KDLF)

DEL RIO, TEXAS



## AIRPORT DIAGRAM

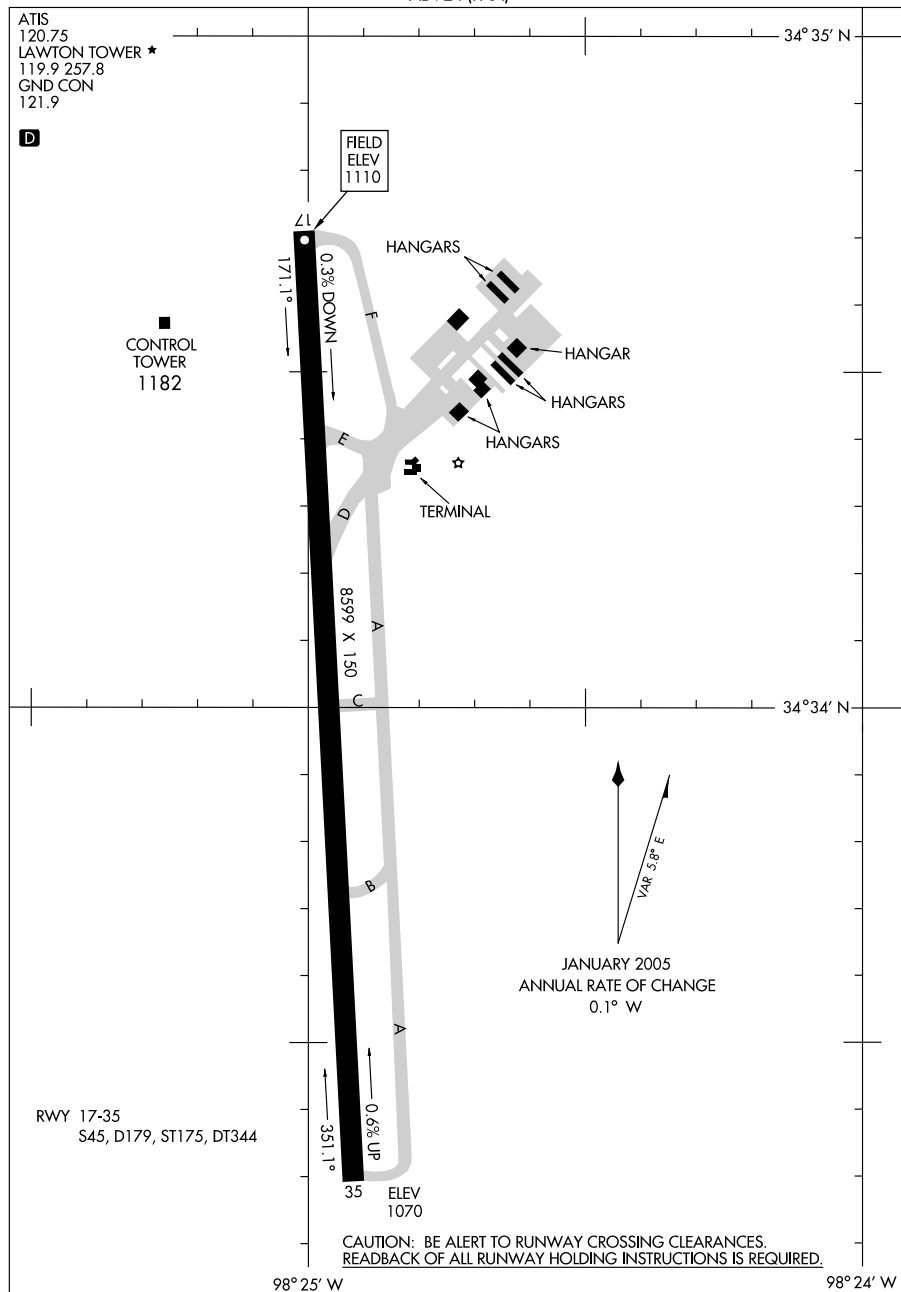
DEL RIO, TEXAS

LAUGHLIN AFB (KDLF)

09295

## AIRPORT DIAGRAM

AL-924 (FAA)

LAWTON-FORT SILL RGNL (LAW)  
LAWTON, OKLAHOMA

## AIRPORT DIAGRAM

09295

LAWTON, OKLAHOMA  
LAWTON-FORT SILL RGNL (LAW)

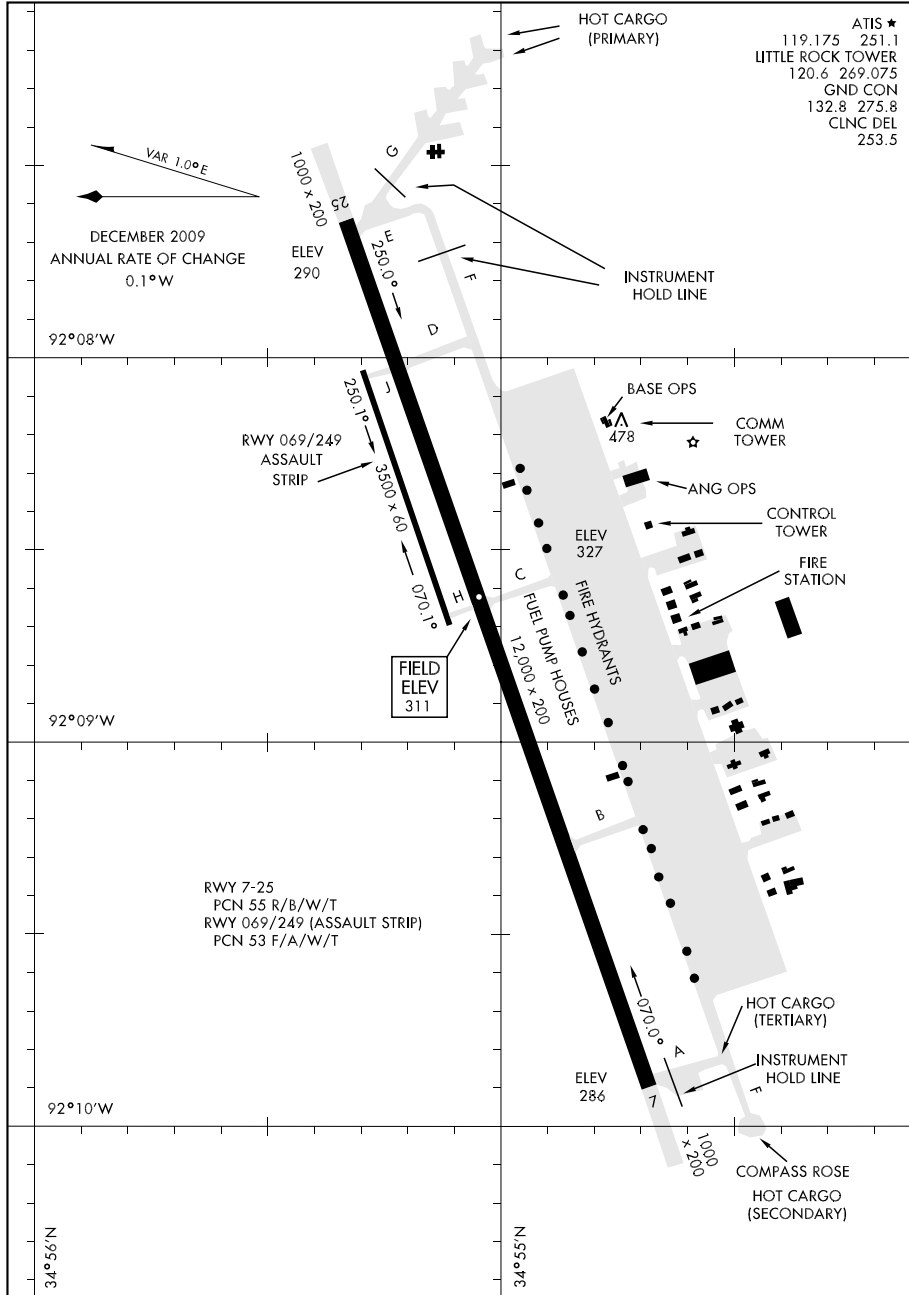
09351

## AIRPORT DIAGRAM

AFD-738 [USAF]

LITTLE ROCK AFB (KLRF)

JACKSONVILLE, ARKANSAS



## AIRPORT DIAGRAM

JACKSONVILLE, ARKANSAS

LITTLE ROCK AFB (KLRF)

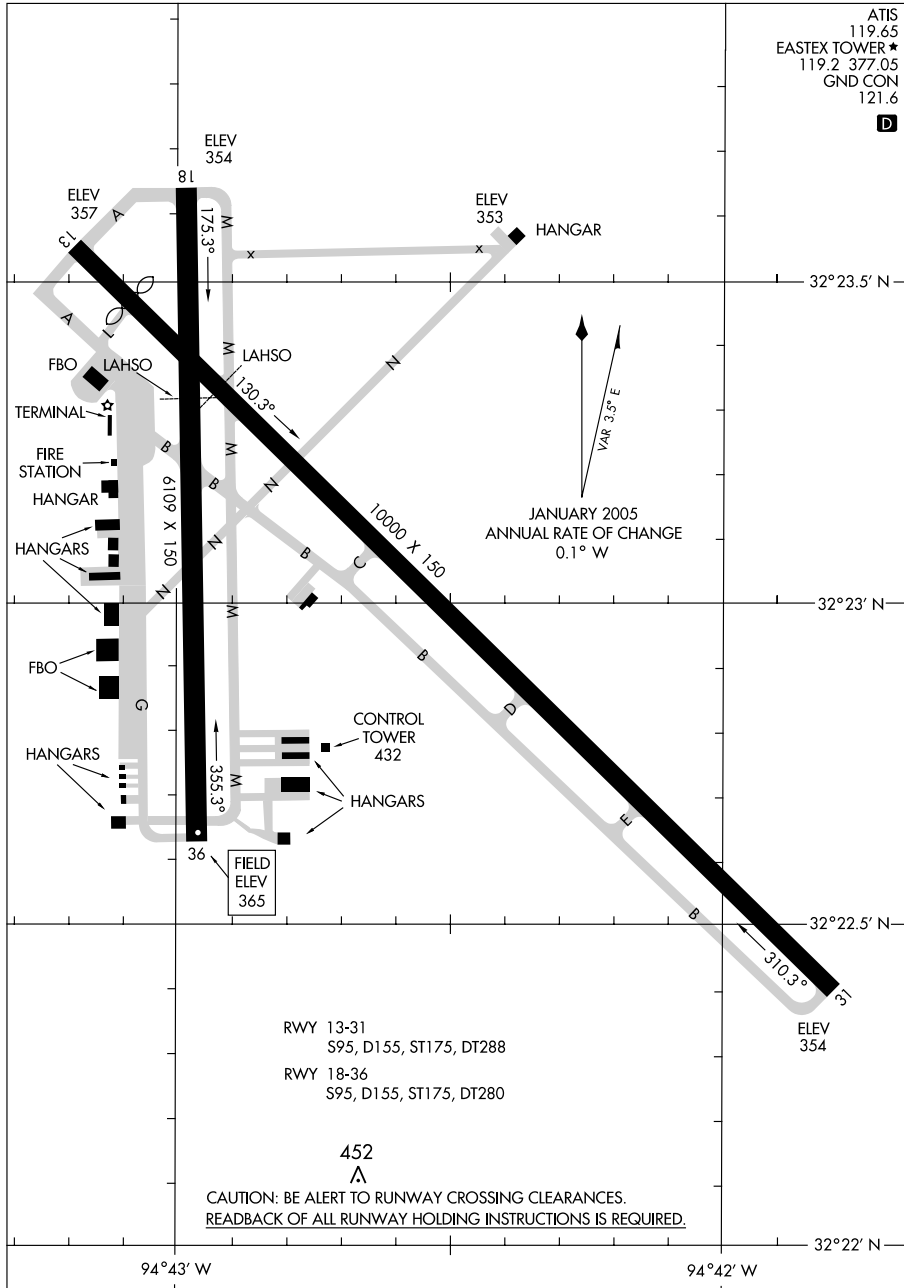


09351

# AIRPORT DIAGRAM

AL-807 (FAA)

LONGVIEW/EAST TEXAS RGNL (GGG)  
LONGVIEW, TEXAS



# AIRPORT DIAGRAM

09351

LONGVIEW, TEXAS  
LONGVIEW/EAST TEXAS RGNL (GGG)



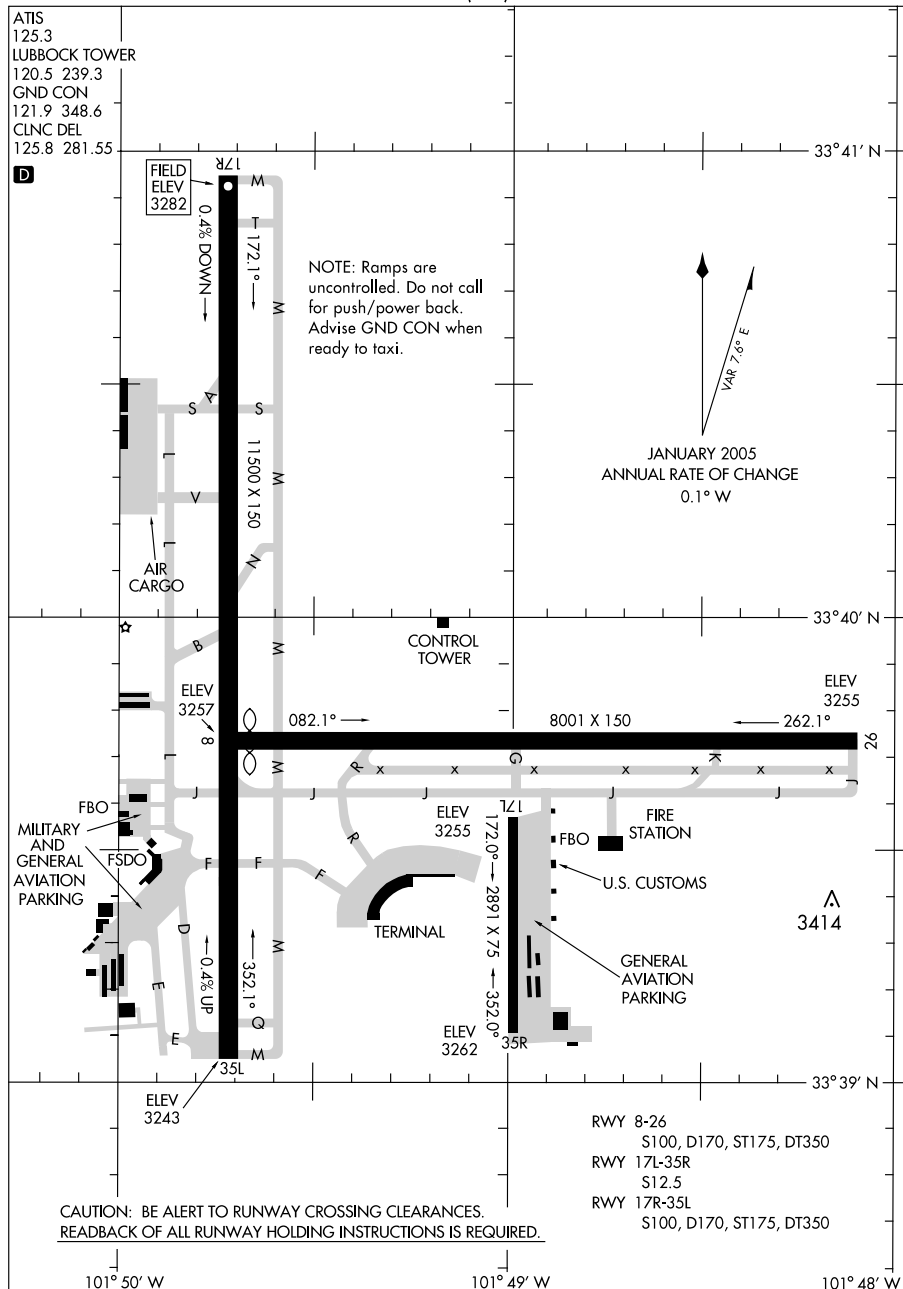
09071

## AIRPORT DIAGRAM

AL-241 (FAA)

LUBBOCK PRESTON SMITH INTL (LBB)

LUBBOCK, TEXAS



## AIRPORT DIAGRAM

09071

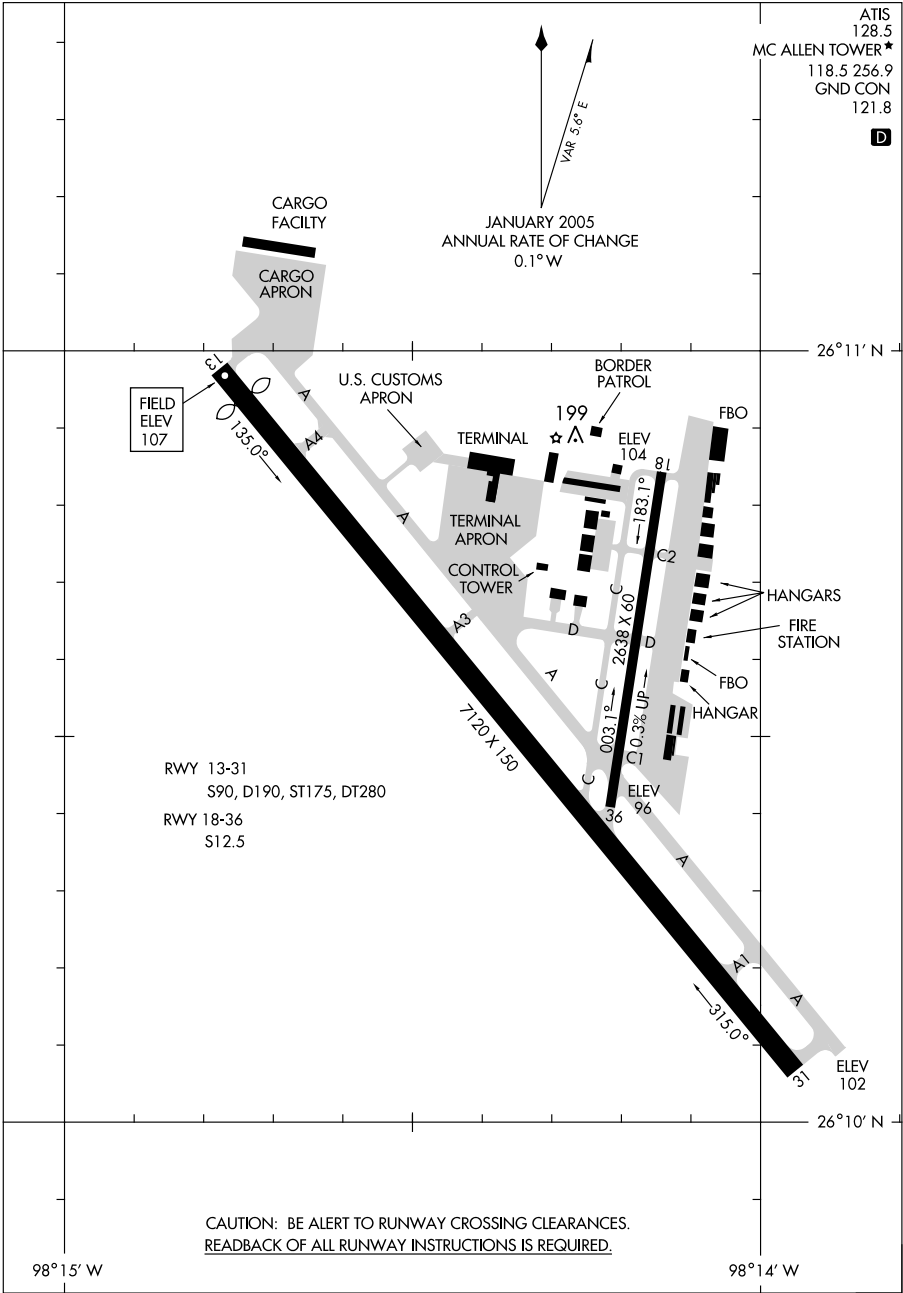
LUBBOCK, TEXAS  
LUBBOCK PRESTON SMITH INTL (LBB)

09071

AIRPORT DIAGRAM

AL-985 (FAA)

MC ALLEN MILLER INTL (MFE)  
MC ALLEN, TEXAS



AIRPORT DIAGRAM

09071

MC ALLEN, TEXAS  
MC ALLEN MILLER INTL (MFE)

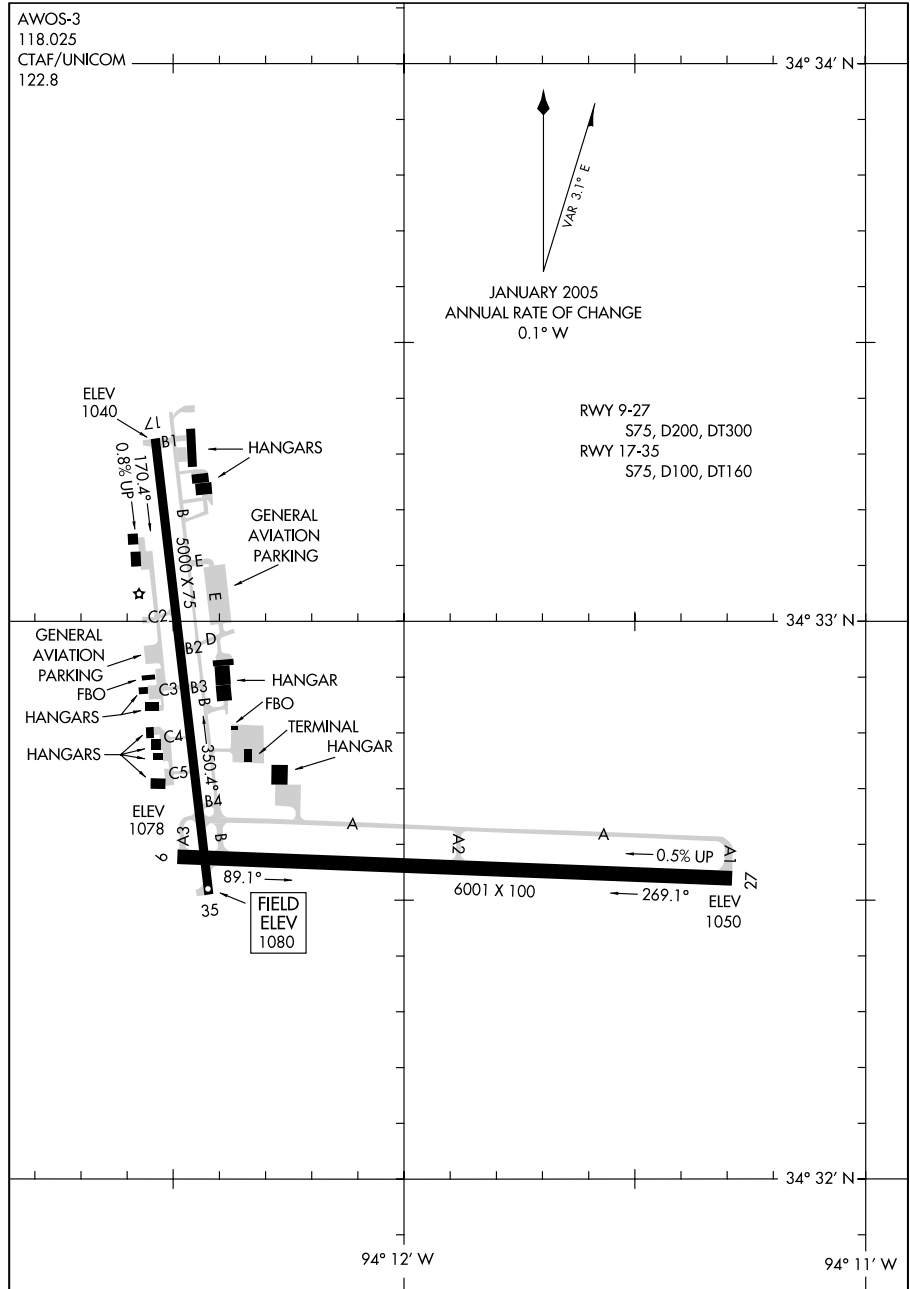
09015

AIRPORT DIAGRAM

AL-6002 (FAA)

MENA INTERMOUNTAIN MUNI (MEZ)

MENA, ARKANSAS



AIRPORT DIAGRAM

09015

MENA, ARKANSAS

MENA INTERMOUNTAIN MUNI (MEZ)

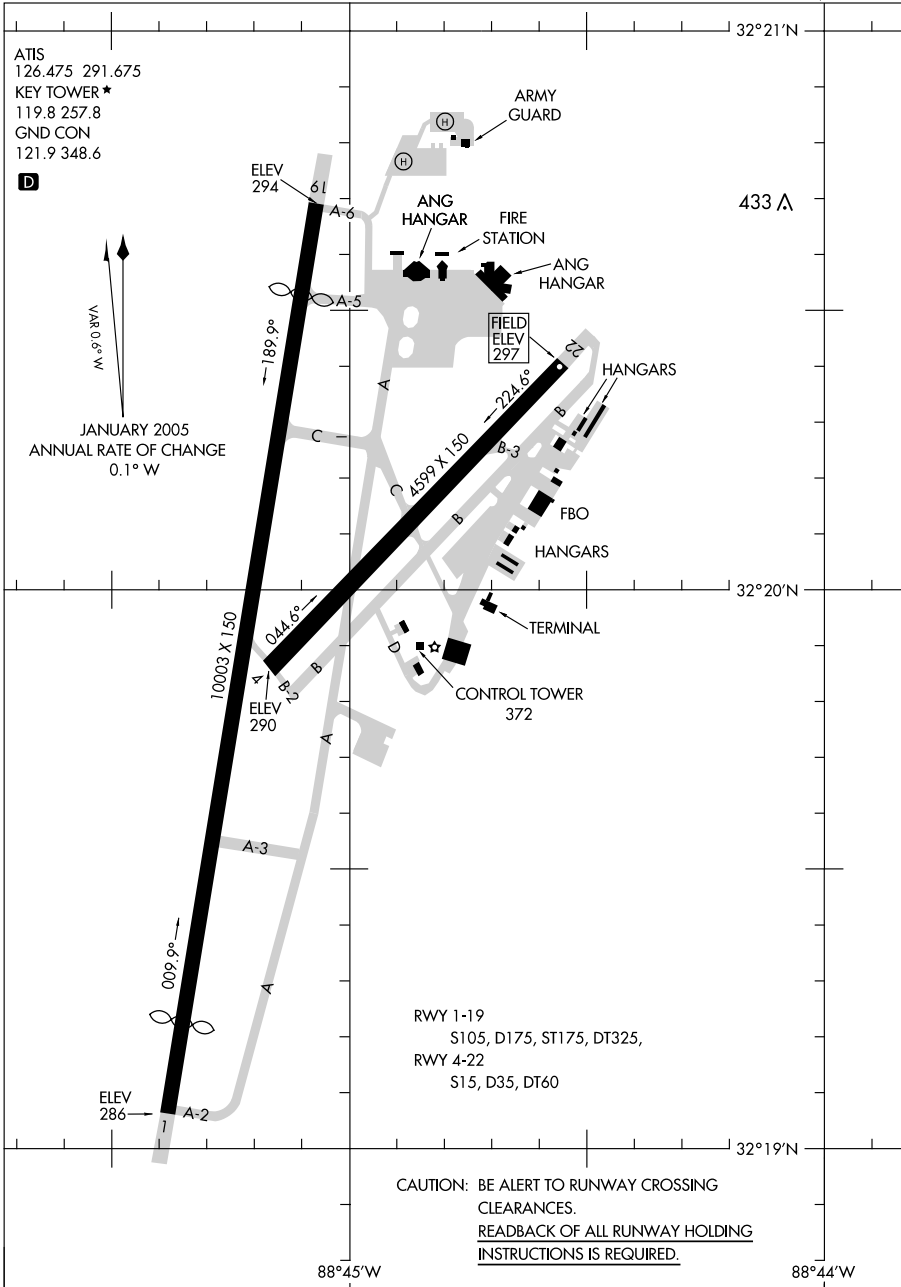
09071

## AIRPORT DIAGRAM

AL-254 (FAA)

MERIDIAN/KEY FIELD (MEI)

MERIDIAN, MISSISSIPPI



## AIRPORT DIAGRAM

09071

MERIDIAN, MISSISSIPPI

MERIDIAN/KEY FIELD (MEI)

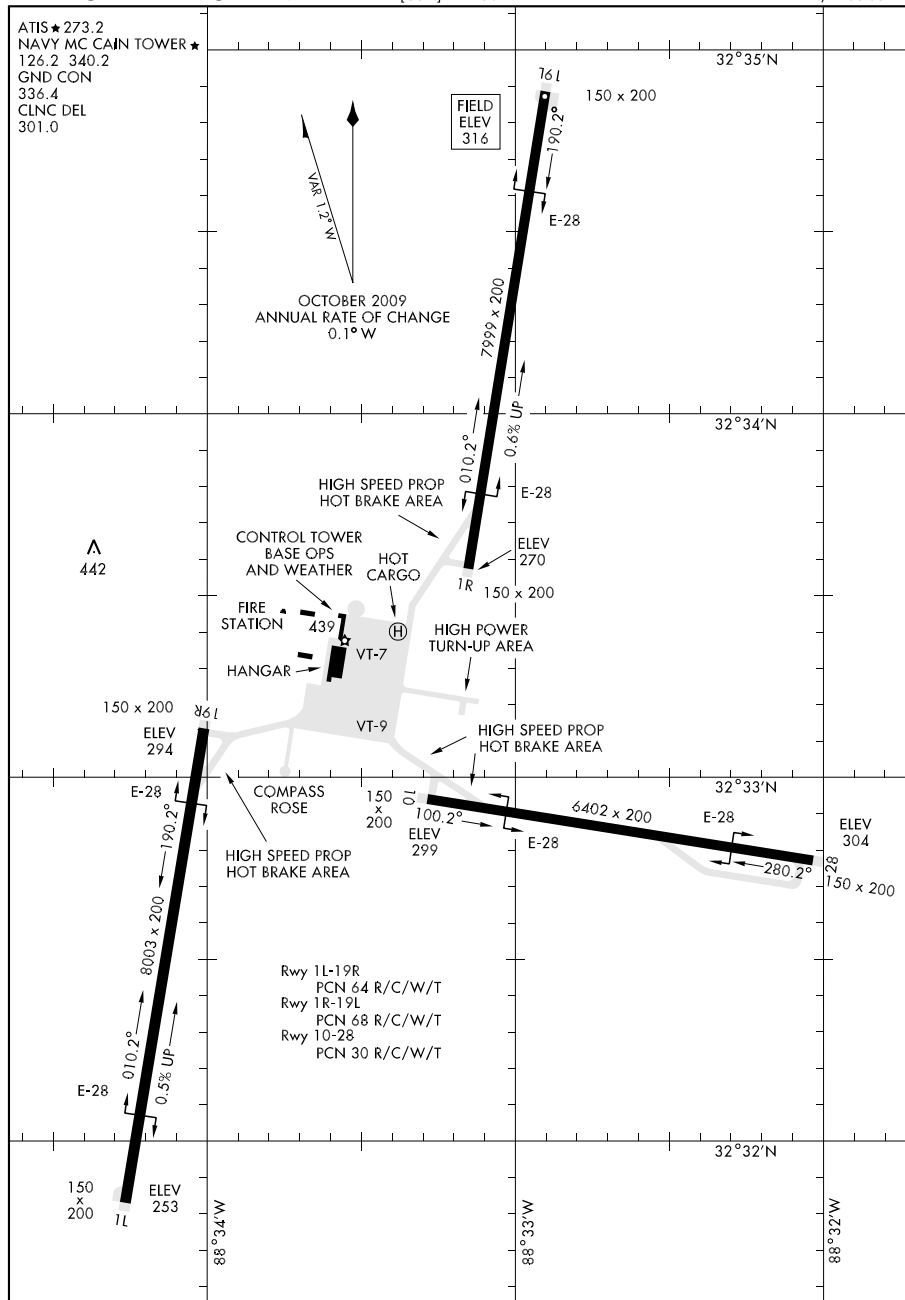
09295

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

## AIRPORT DIAGRAM

[USN] AFD-5079

MERIDIAN, MISSISSIPPI



## AIRPORT DIAGRAM

MERIDIAN, MISSISSIPPI

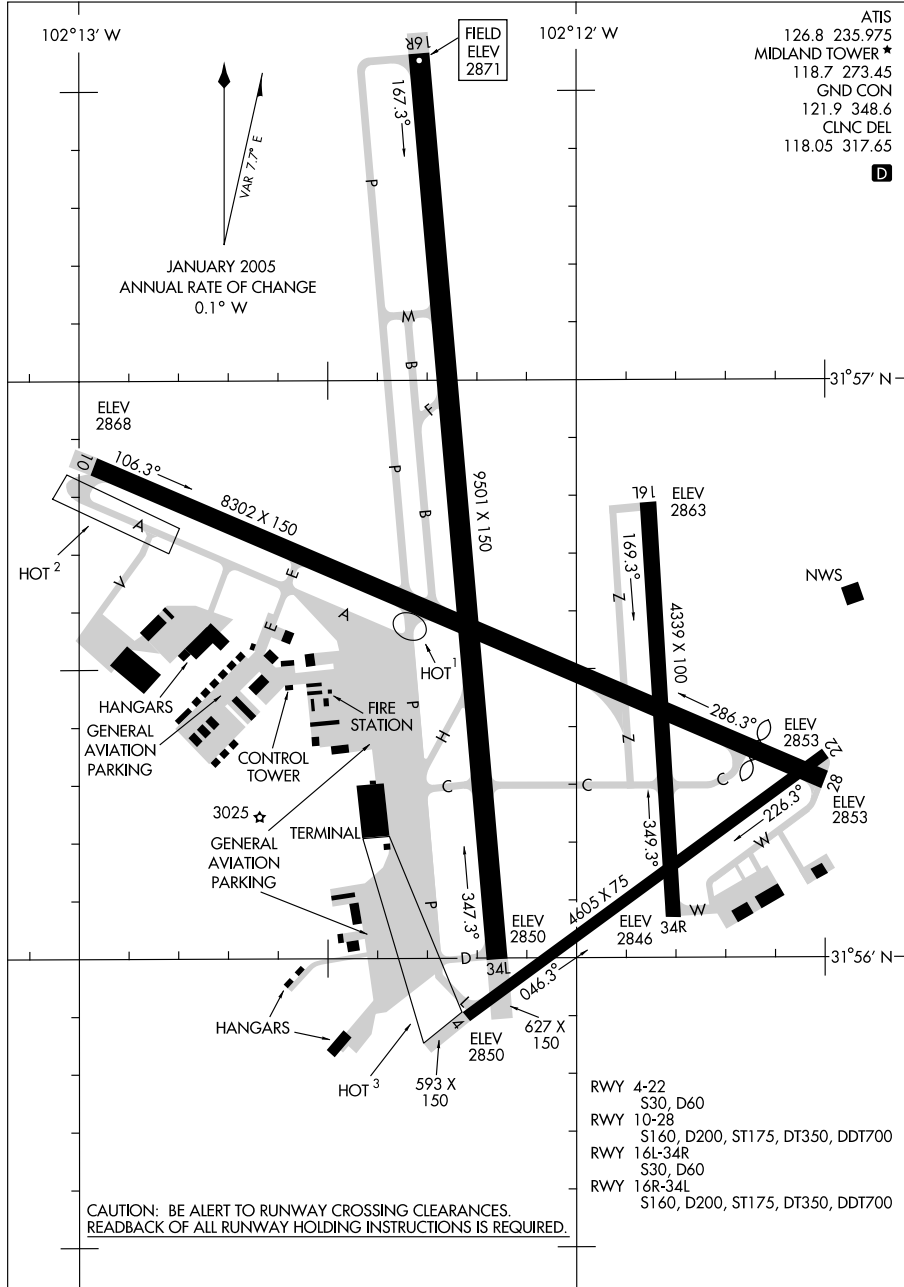
MERIDIAN NAS (MC CAIN FIELD) (KNMM)

09127

# AIRPORT DIAGRAM

AL-258 (FAA)

MIDLAND INTL (MAF)  
MIDLAND, TEXAS



# AIRPORT DIAGRAM

09127

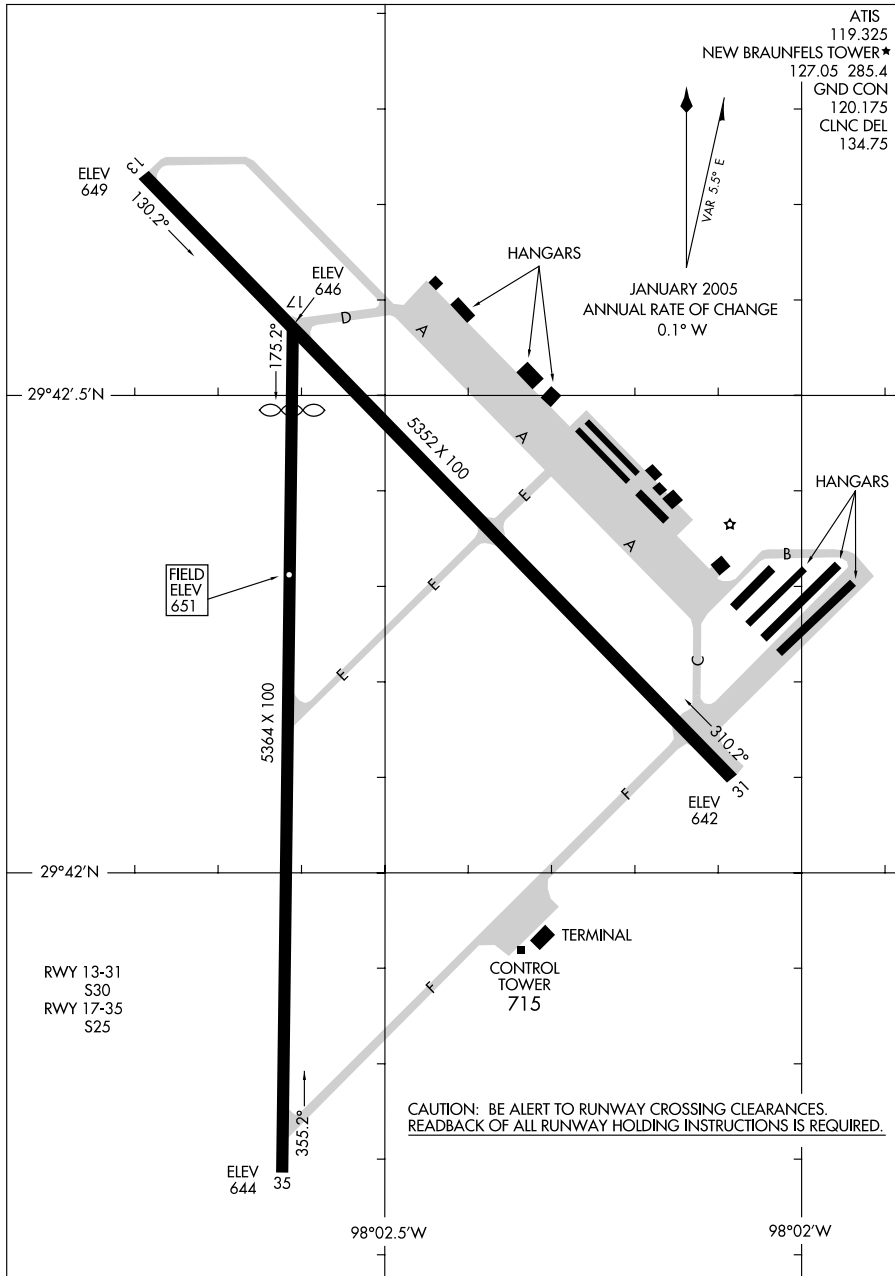
MIDLAND, TEXAS  
MIDLAND INTL (MAF)



09071

## AIRPORT DIAGRAM

AL-6080 (FAA)

NEW BRAUNFELS MUNI (BAZ)  
NEW BRAUNFELS, TEXAS

## AIRPORT DIAGRAM

09071

NEW BRAUNFELS, TEXAS  
NEW BRAUNFELS MUNI (BAZ)



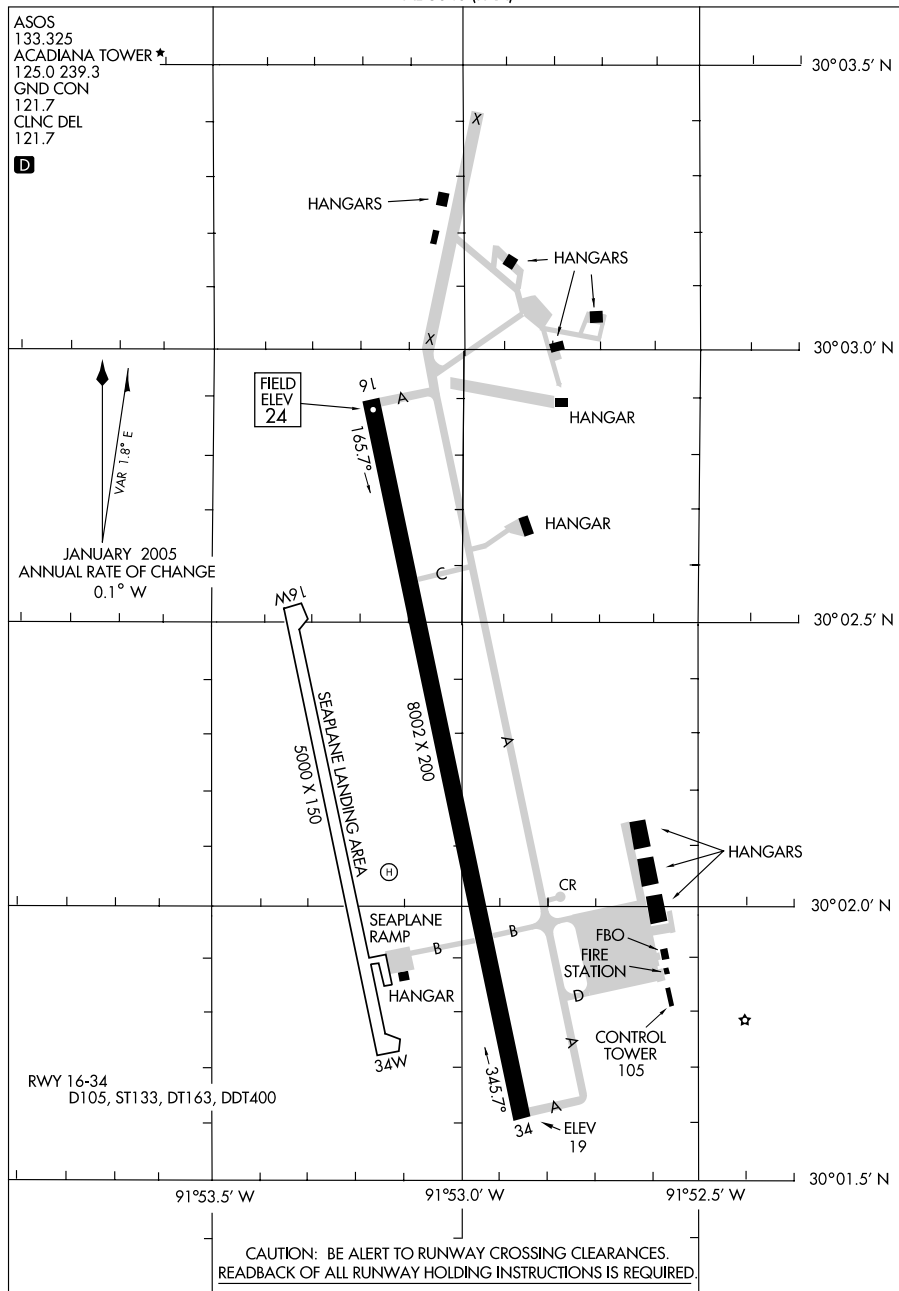
09295

## AIRPORT DIAGRAM

AL-5040 (FAA)

NEW IBERIA/ACADIANA RGNL (A.R.A.)

NEW IBERIA, LOUISIANA



## AIRPORT DIAGRAM

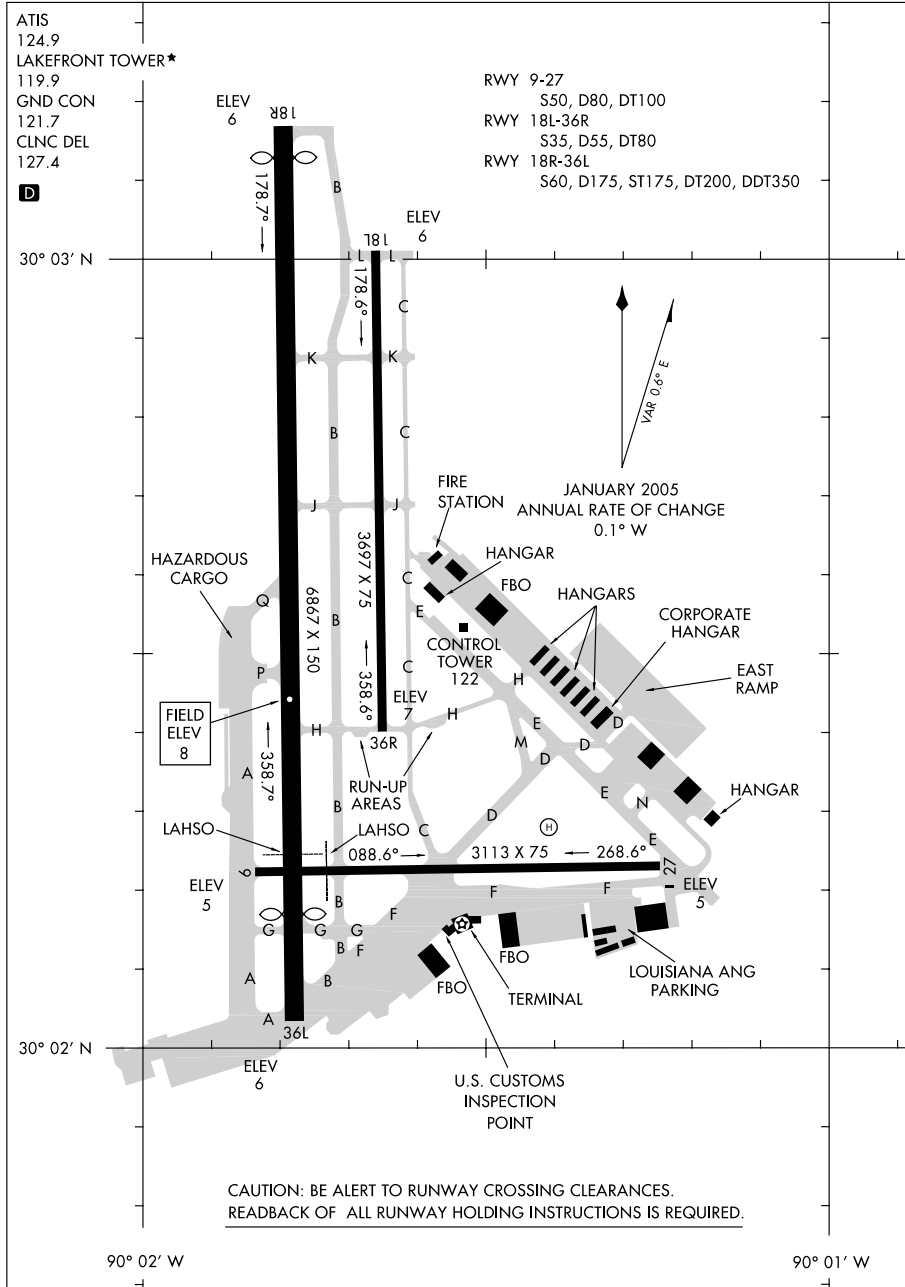
09295

NEW IBERIA, LOUISIANA  
NEW IBERIA/ACADIANA RGNL (A.R.A.)

09071

## AIRPORT DIAGRAM

AL-288 (FAA)

NEW ORLEANS/LAKEFRONT (NEW)  
NEW ORLEANS, LOUISIANA

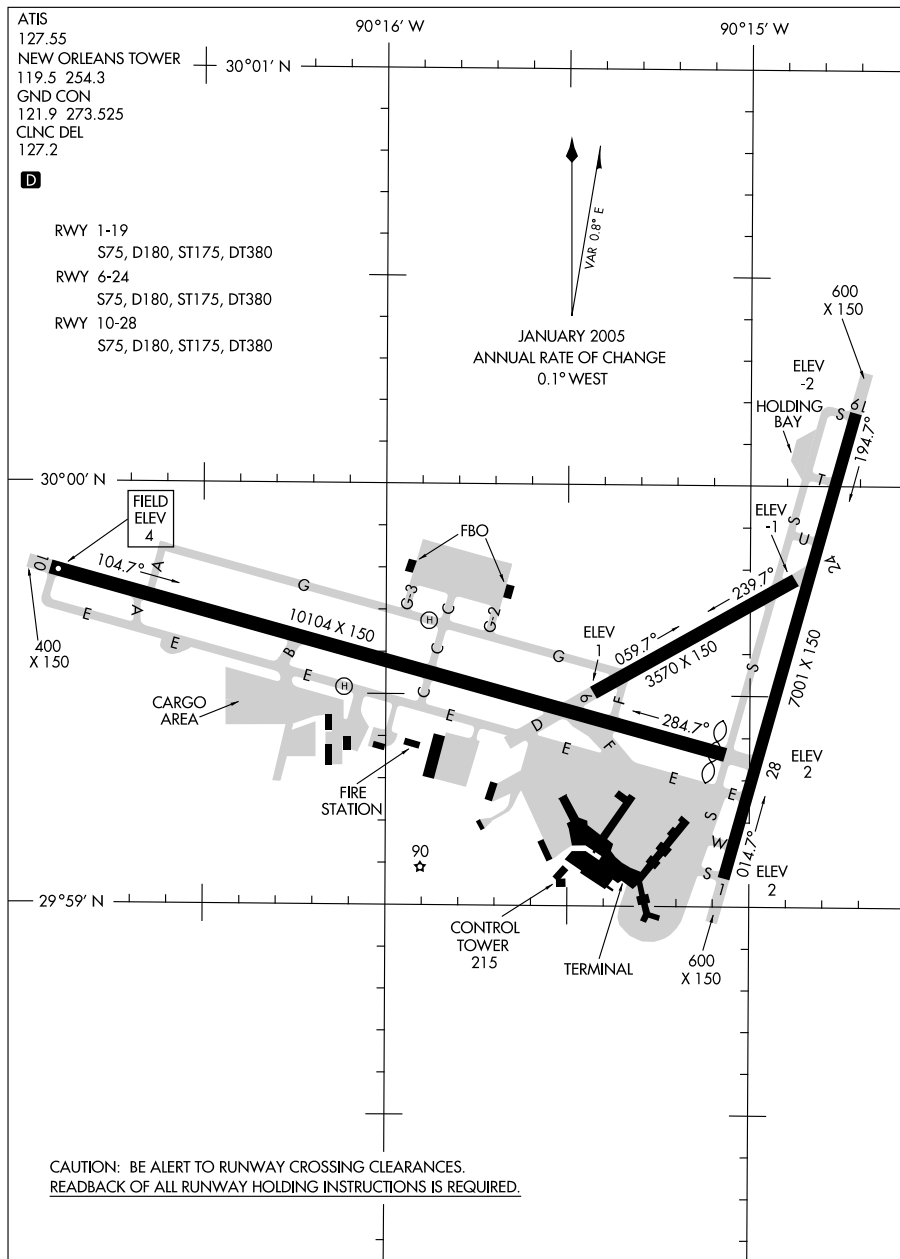
## AIRPORT DIAGRAM

09071

NEW ORLEANS, LOUISIANA  
NEW ORLEANS/LAKEFRONT (NEW)

09351

## AIRPORT DIAGRAM

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)  
AL-609 (FAA) NEW ORLEANS, LOUISIANA

## AIRPORT DIAGRAM

NEW ORLEANS, LOUISIANA

09351

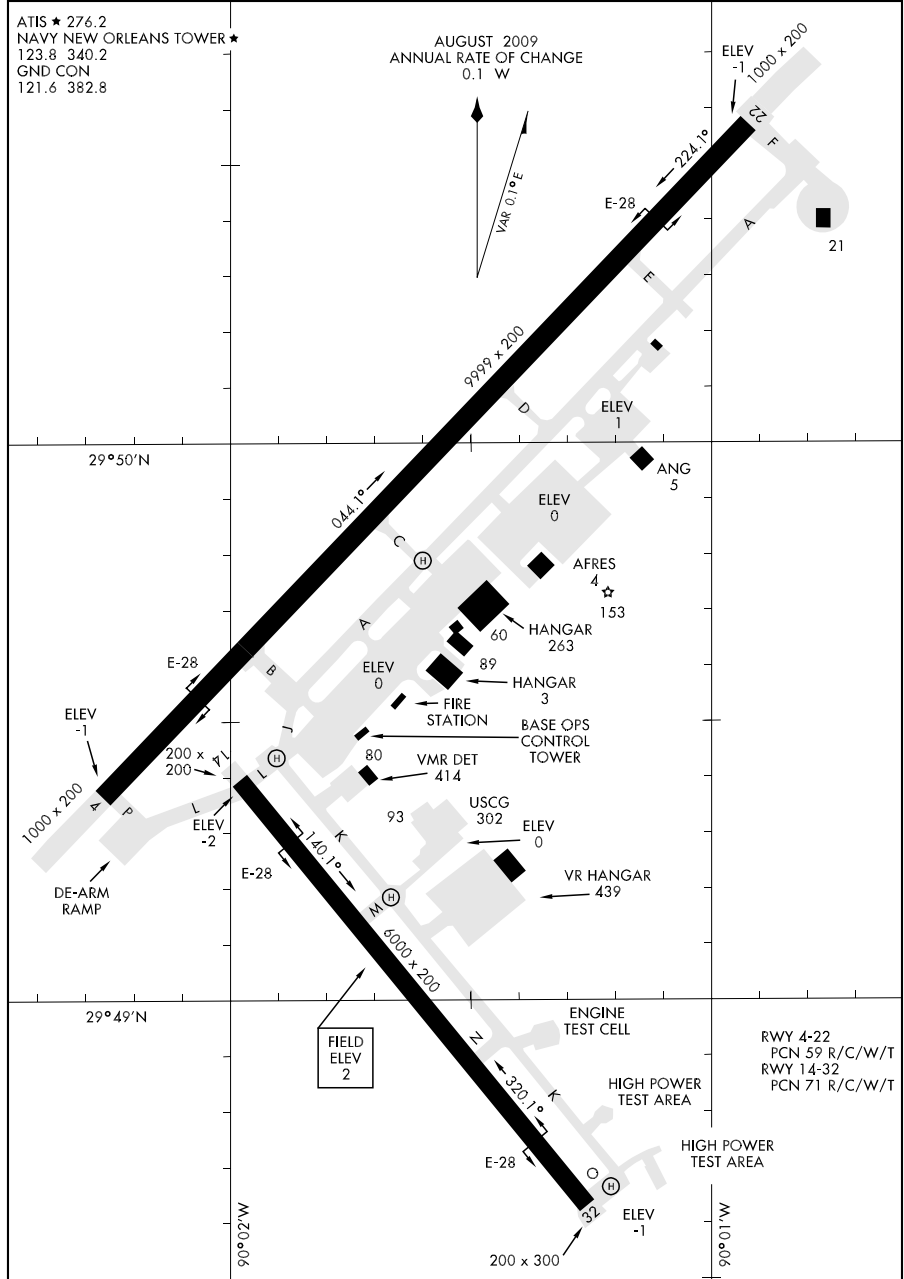
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

09239

# AIRPORT DIAGRAM

NEW ORLEANS NAS JRB  
(ALVIN CALLENDER FLD) (KNBG)  
NEW ORLEANS, LOUISIANA

AFD-630 [USN]



# AIRPORT DIAGRAM

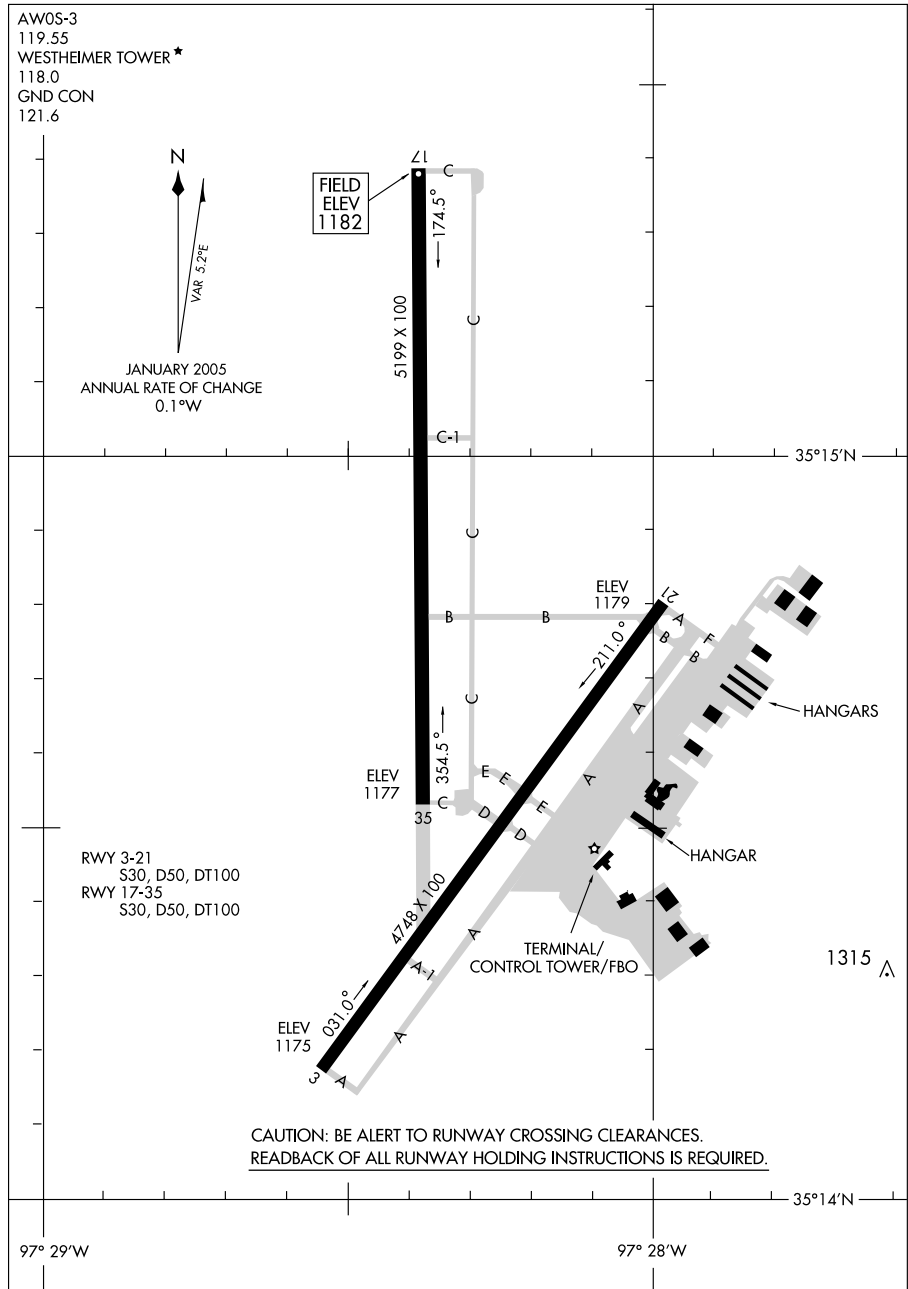
WGS-84 DATUM

NEW ORLEANS, LOUISIANA  
NEW ORLEANS NAS JRB  
(ALVIN CALLENDER FLD) (KNBG)

09295

## AIRPORT DIAGRAM

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)  
AL-5672 (FAA)  
NORMAN, OKLAHOMA



## AIRPORT DIAGRAM

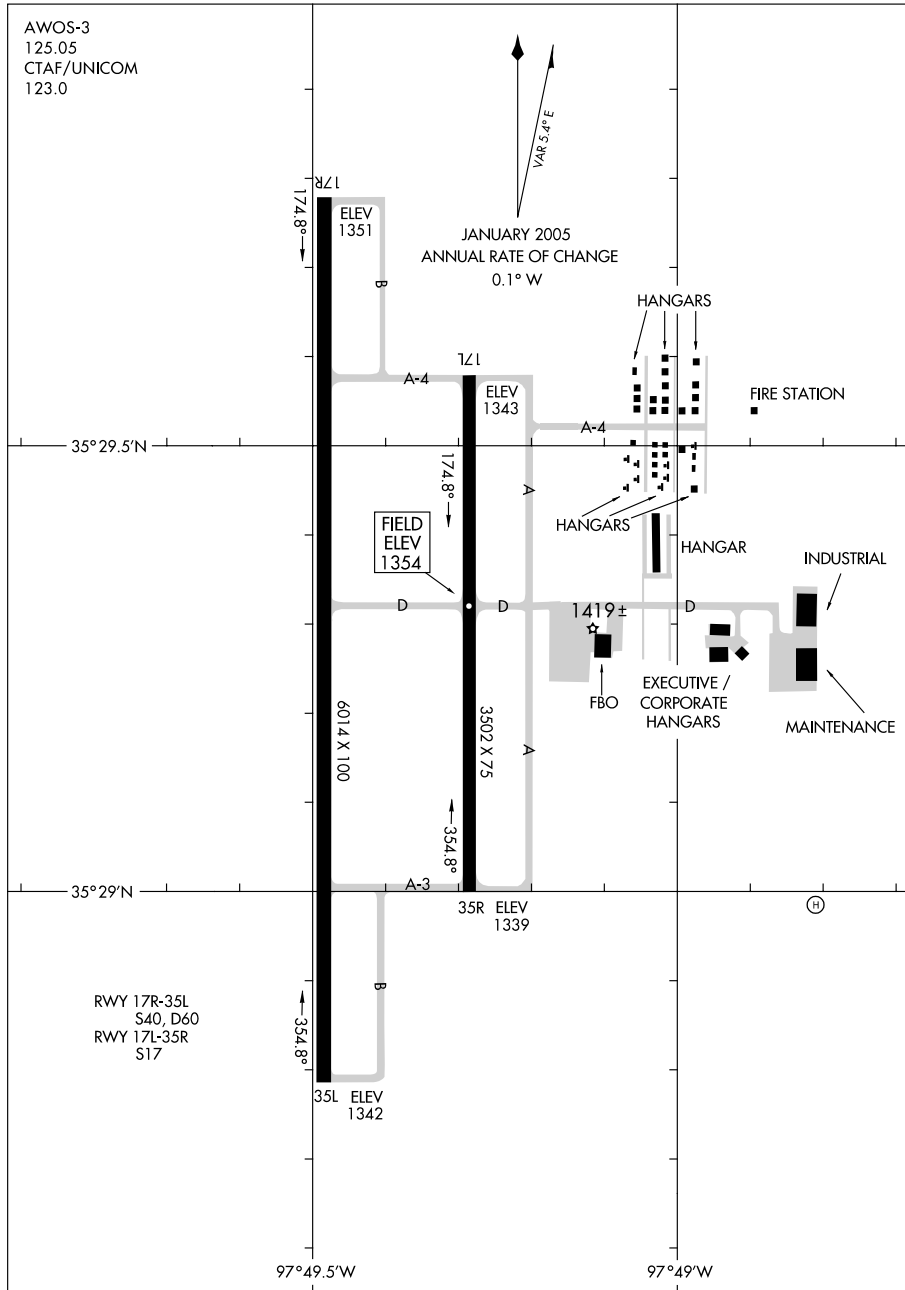
09295

NORMAN, OKLAHOMA  
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

09295

## AIRPORT DIAGRAM

OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)  
AL-298 (FAA) OKLAHOMA CITY, OKLAHOMA



## AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA  
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

09295



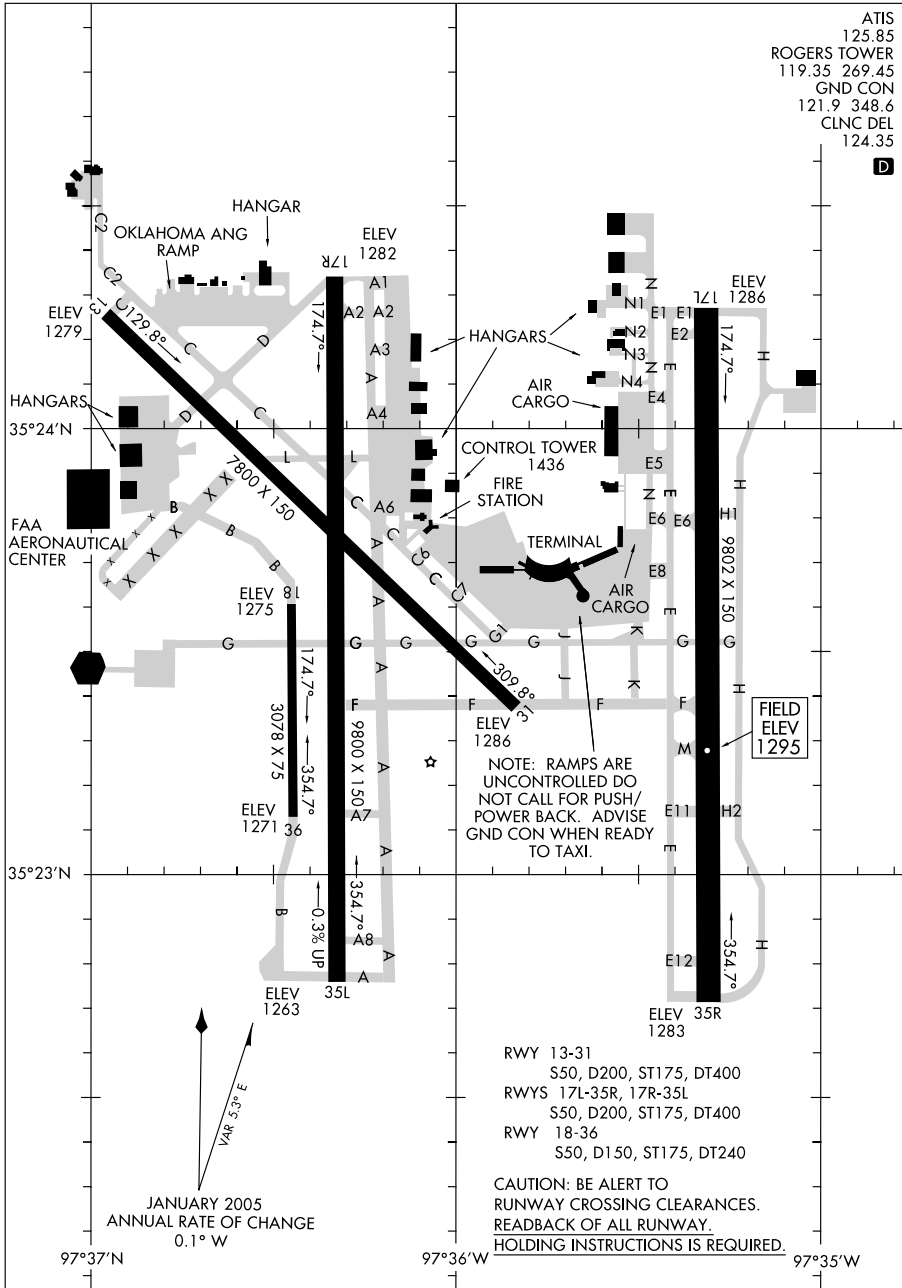
09295

# AIRPORT DIAGRAM

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

AL-301 (FAA)

OKLAHOMA CITY, OKLAHOMA



## AIRPORT DIAGRAM

09295

OKLAHOMA CITY, OKLAHOMA

OKLAHOMA CITY/WILL ROGERS WORLD (OKC)



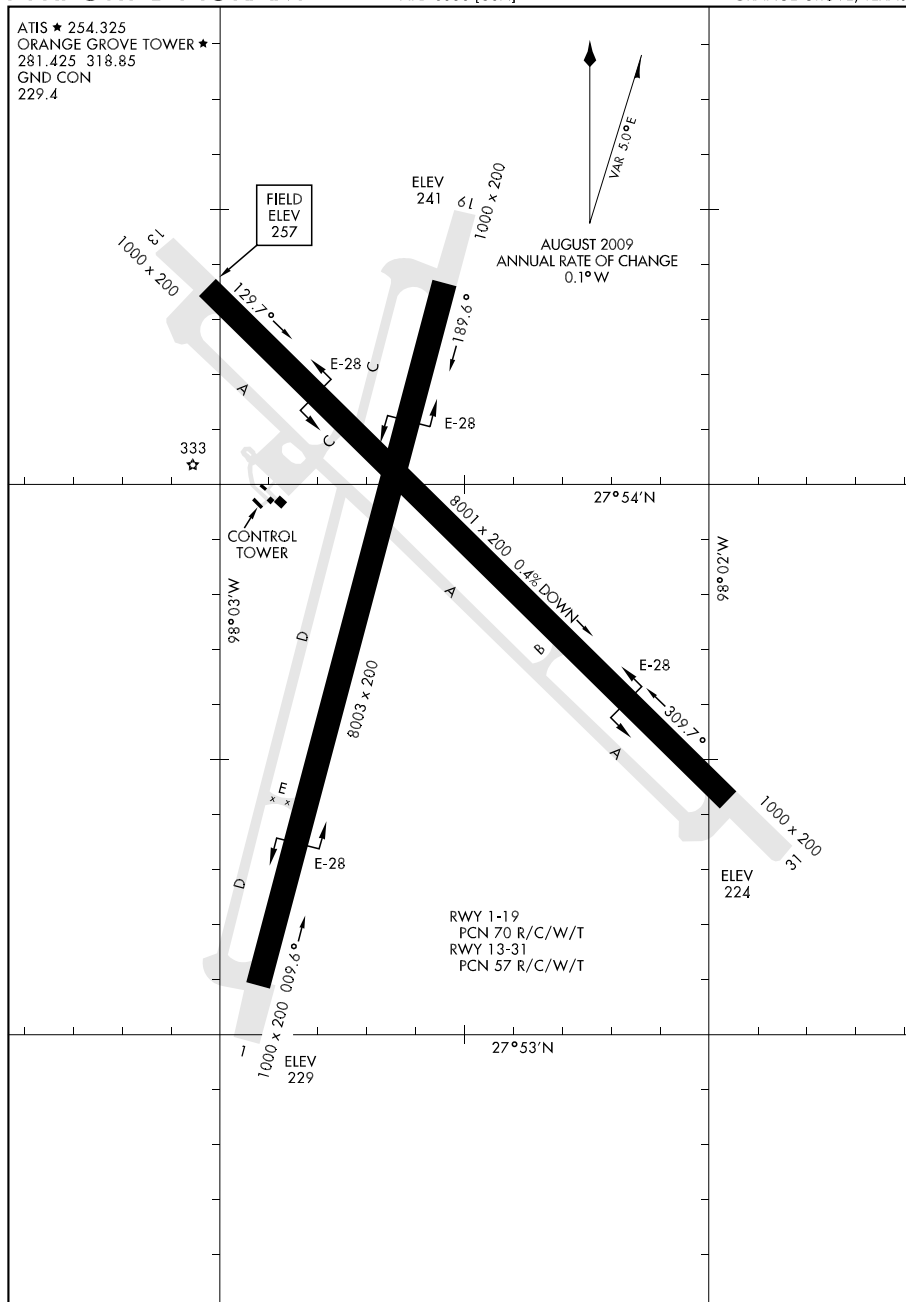
09239

## AIRPORT DIAGRAM

AFD-6553 [USN]

ORANGE GROVE HALF (KNOG)

ORANGE GROVE, TEXAS



## AIRPORT DIAGRAM

WGS-84 DATUM

ORANGE GROVE, TEXAS

ORANGE GROVE HALF (KNOG)

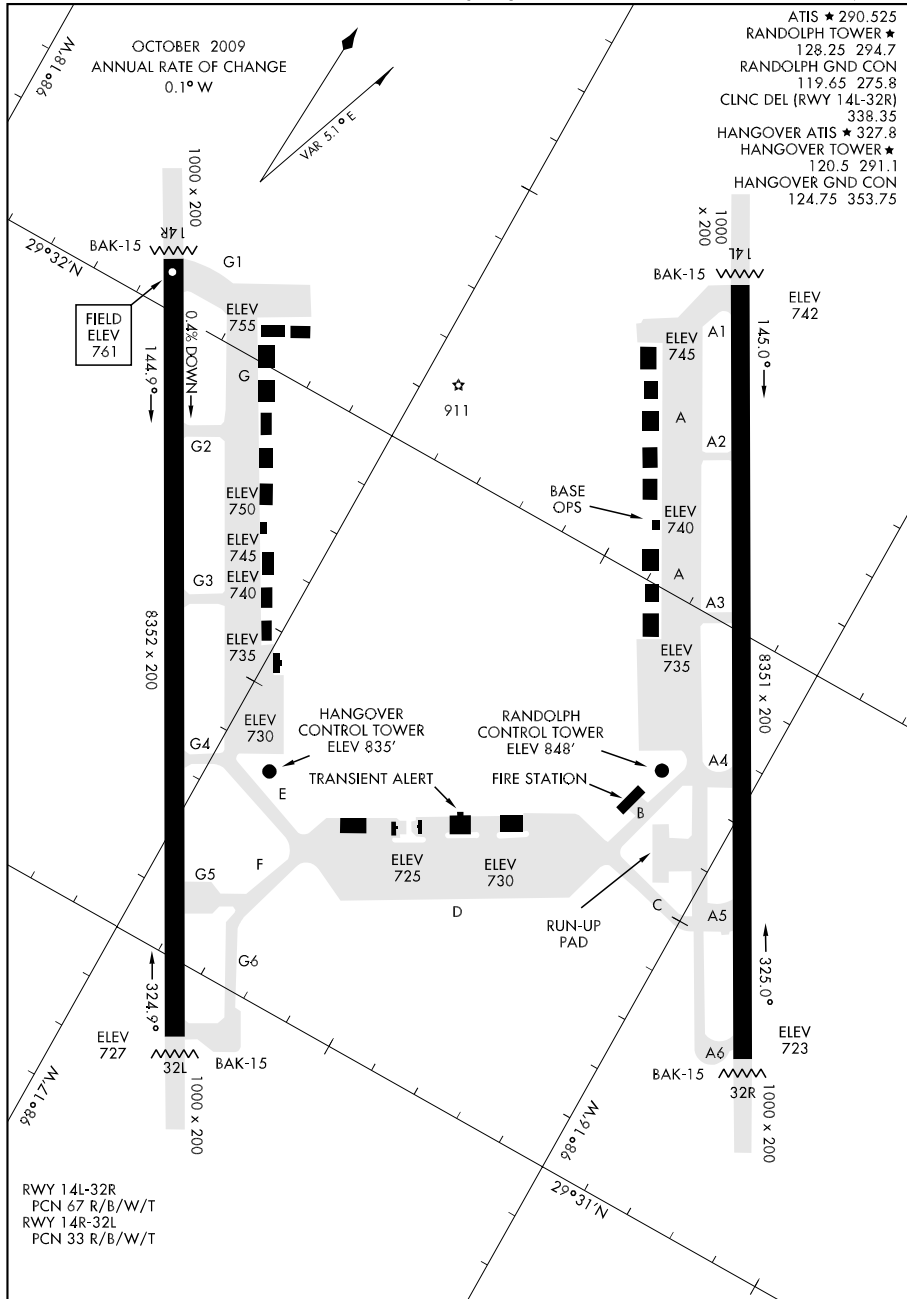
09295

## AIRPORT DIAGRAM

AFD-341 [USAF]

RANDOLPH AFB (KRND)

UNIVERSAL CITY, TEXAS



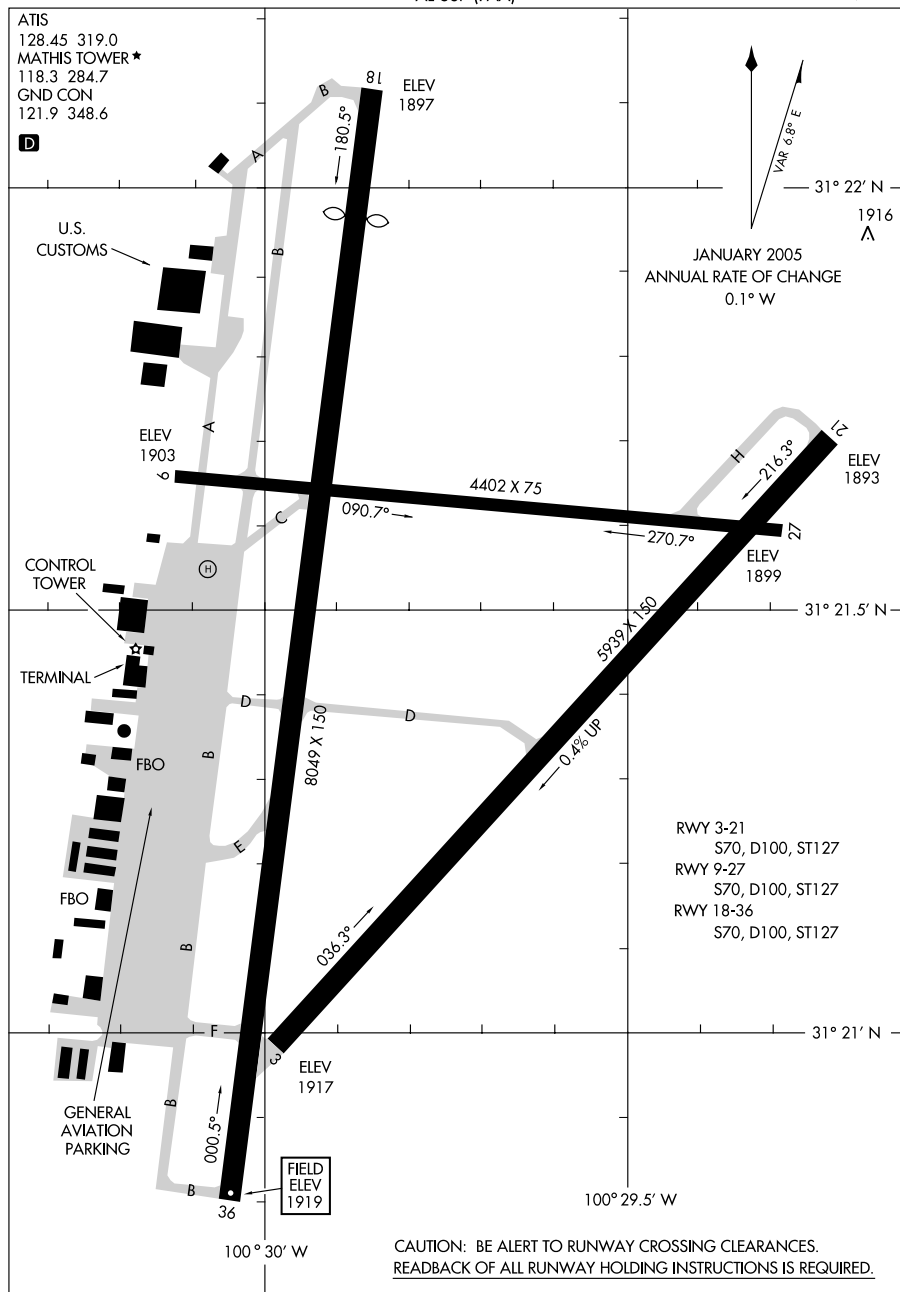
## AIRPORT DIAGRAM

UNIVERSAL CITY, TEXAS  
RANDOLPH AFB (KRND)

09015

## AIRPORT DIAGRAM

SAN ANGELO RGNL/ MATHIS FIELD (SJT)  
AL-367 (FAA) SAN ANGELO, TEXAS

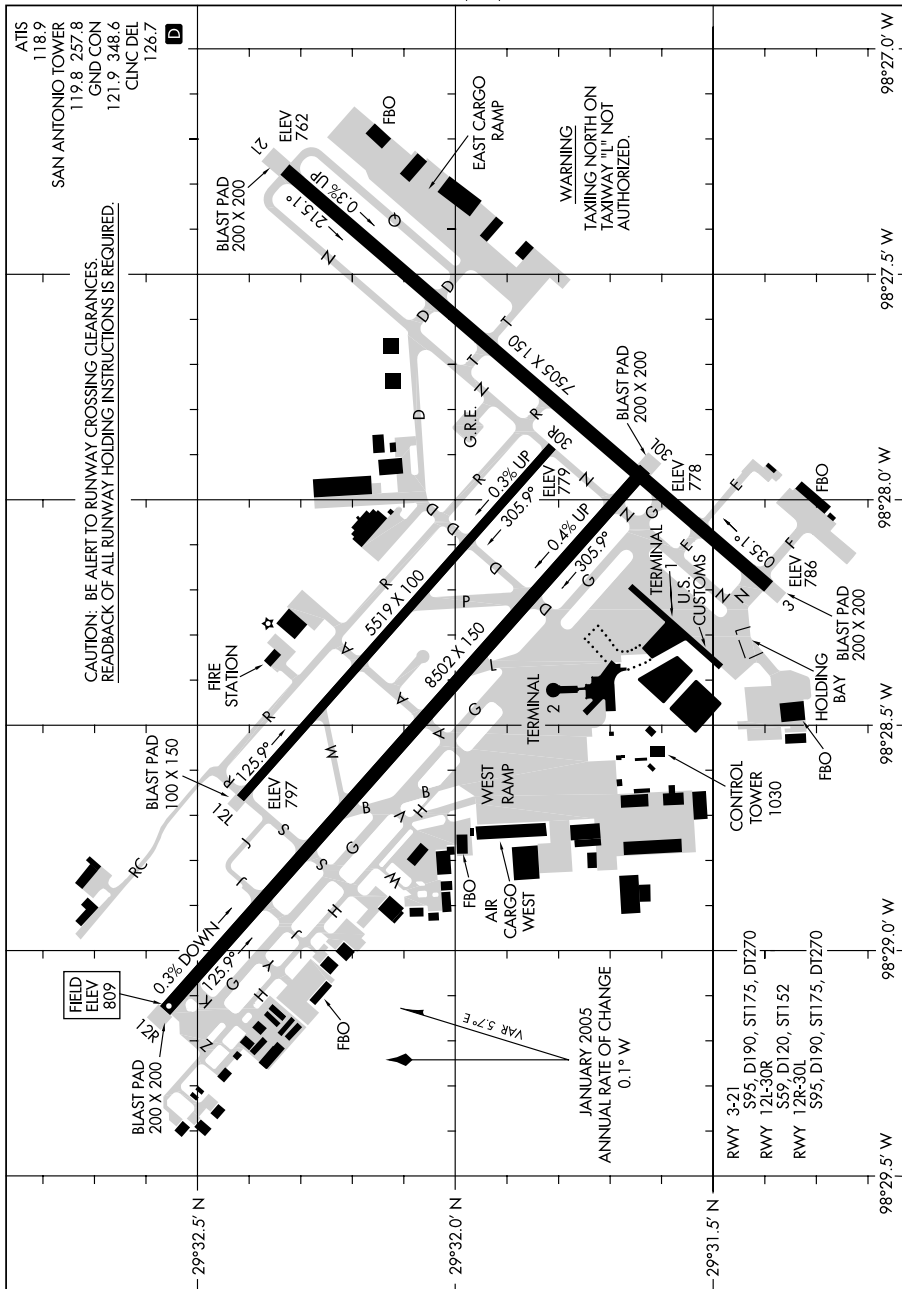


## AIRPORT DIAGRAM

09015

SAN ANGELO, TEXAS  
SAN ANGELO RGNL/ MATHIS FIELD (SJT)

AL-369 (FAA)



SAN ANTONIO, TEXAS  
SAN ANTONIO INTL (SAT)

09351

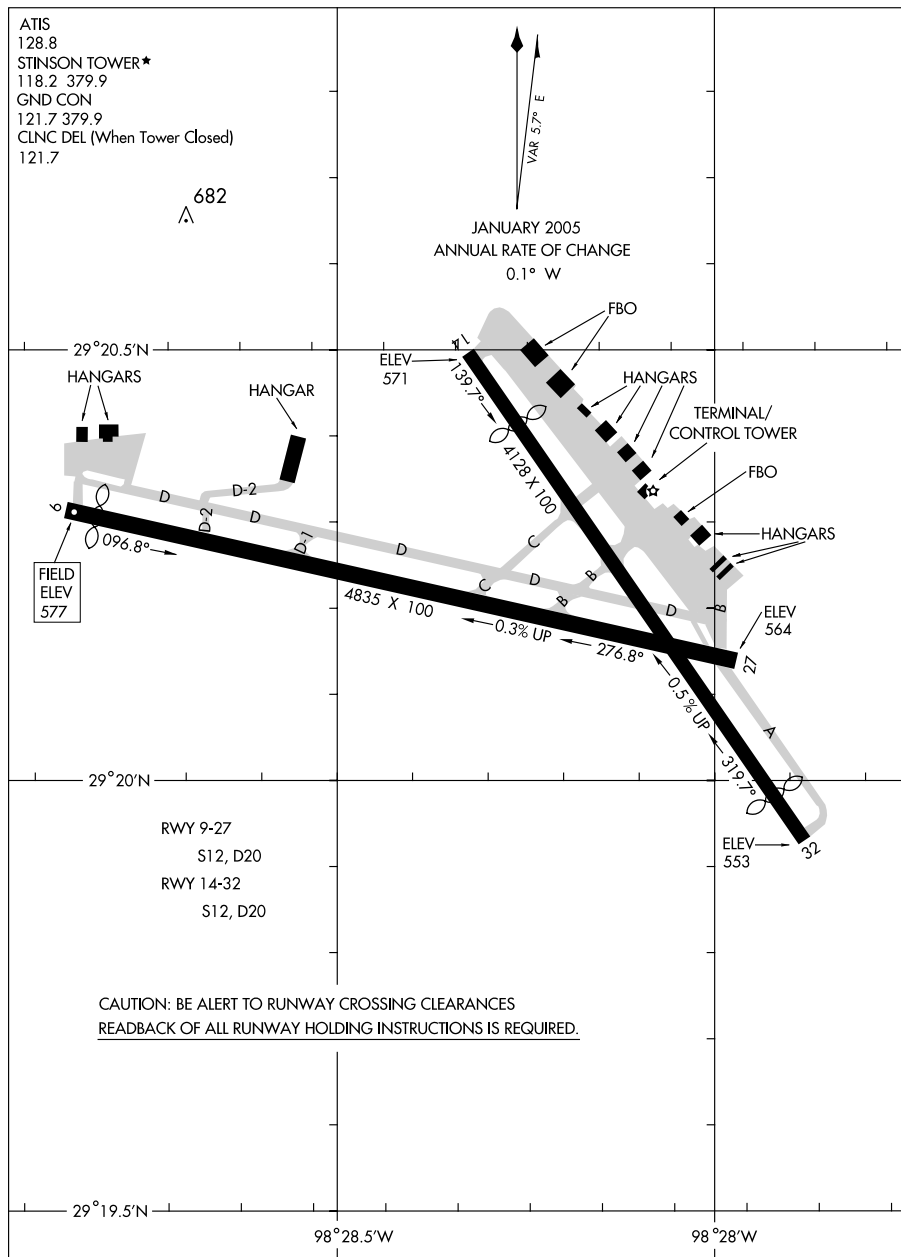
09071

## AIRPORT DIAGRAM

SAN ANTONIO/ STINSON MUNI (SSF)

AL-372 (FAA)

SAN ANTONIO, TEXAS



## AIRPORT DIAGRAM

09071

 SAN ANTONIO, TEXAS  
 SAN ANTONIO/ STINSON MUNI (SSF)

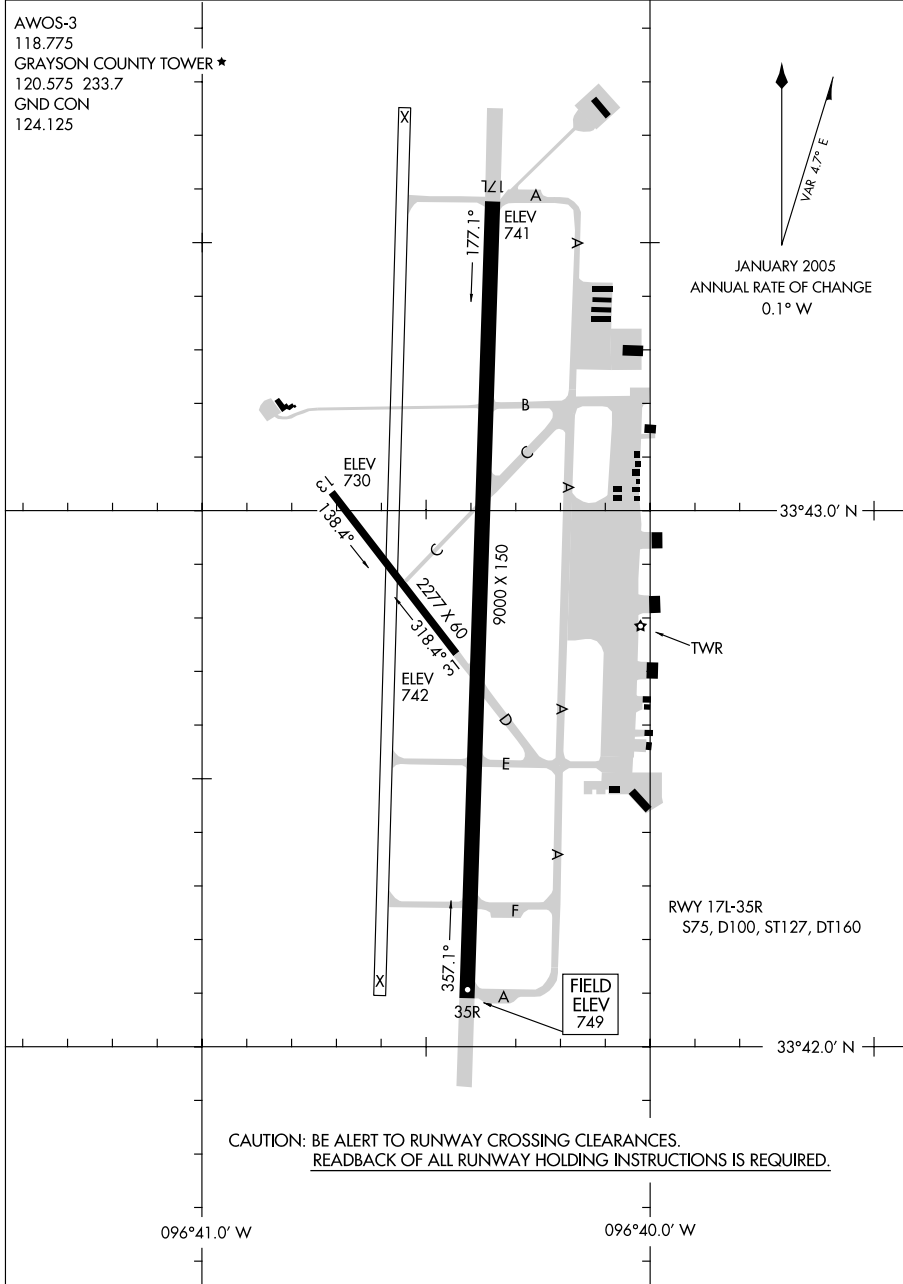
09127

SHERMAN/DENISON/GRAYSON COUNTY (GYI)

AL-389 (FAA)

SHERMAN/DENISON, TEXAS

## AIRPORT DIAGRAM



## AIRPORT DIAGRAM

09127

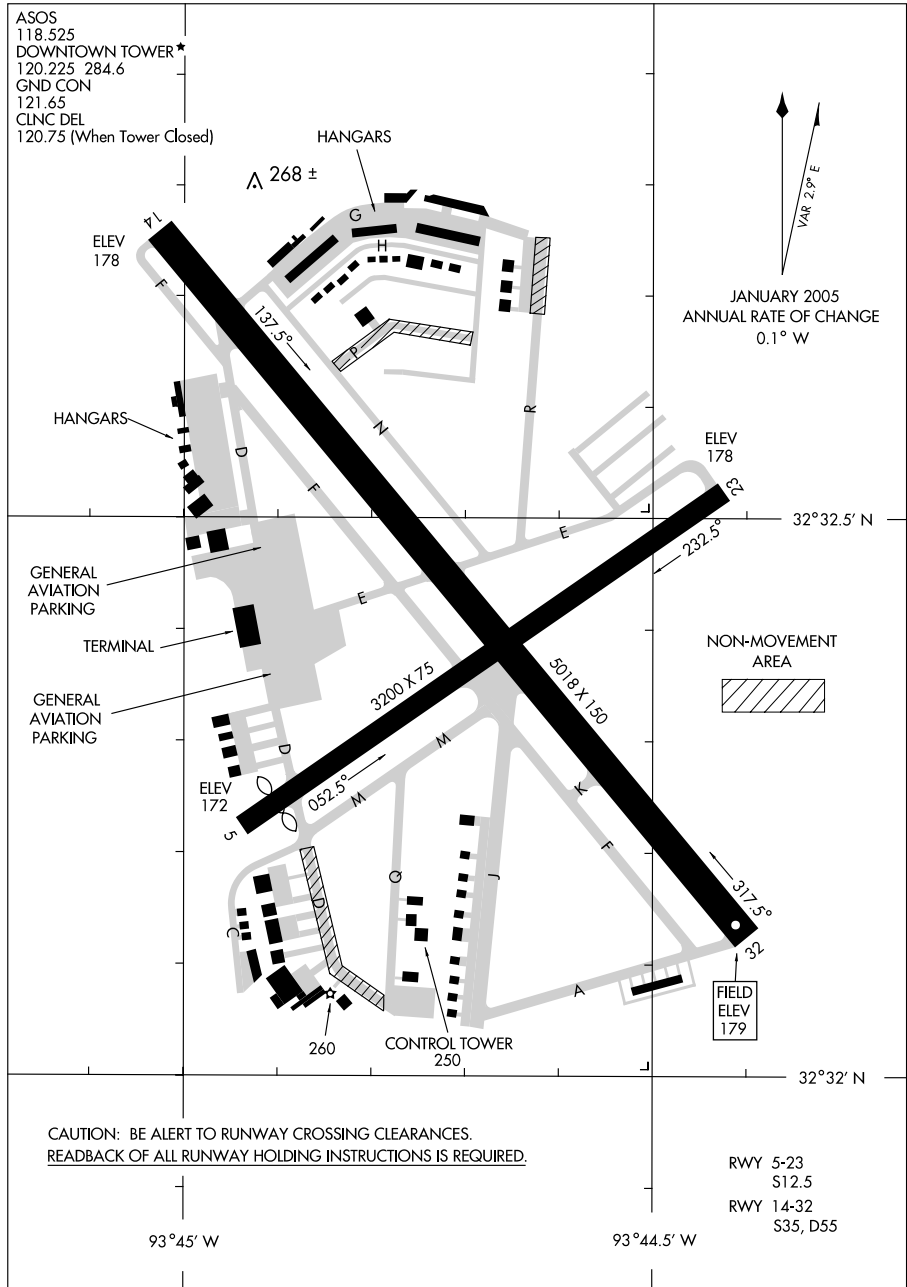
SHERMAN/DENISON, TEXAS  
SHERMAN/DENISON/GRAYSON COUNTY (GYI)

09183

# AIRPORT DIAGRAM

AL-392 (FAA)

SHREVEPORT DOWNTOWN (DTN)  
SHREVEPORT, LOUISIANA



## AIRPORT DIAGRAM

09183

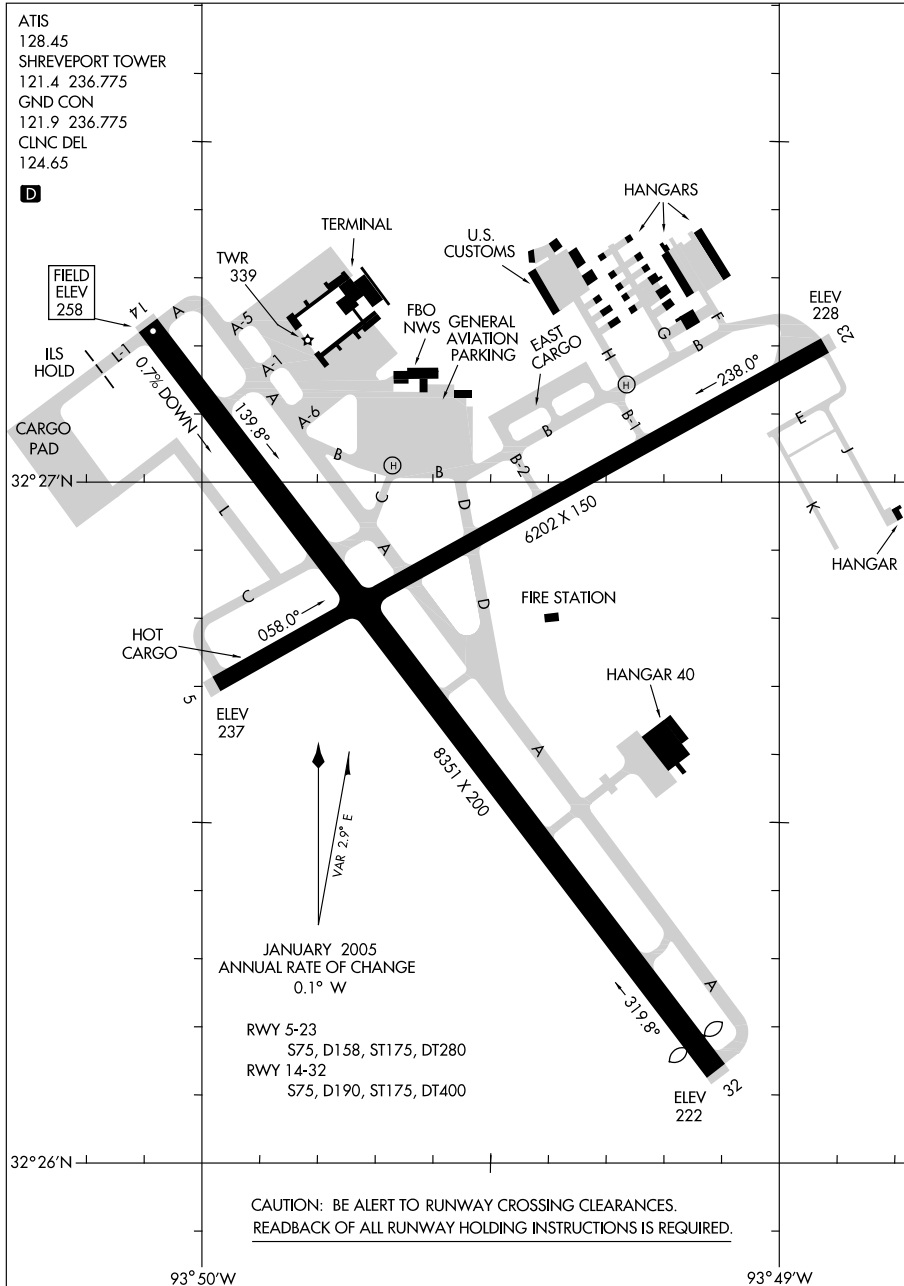
SHREVEPORT, LOUISIANA  
SHREVEPORT DOWNTOWN (DTN)

09183

# AIRPORT DIAGRAM

AL-884 (FAA)

SHREVEPORT RGNL (SHV)  
SHREVEPORT, LOUISIANA



# AIRPORT DIAGRAM

09183

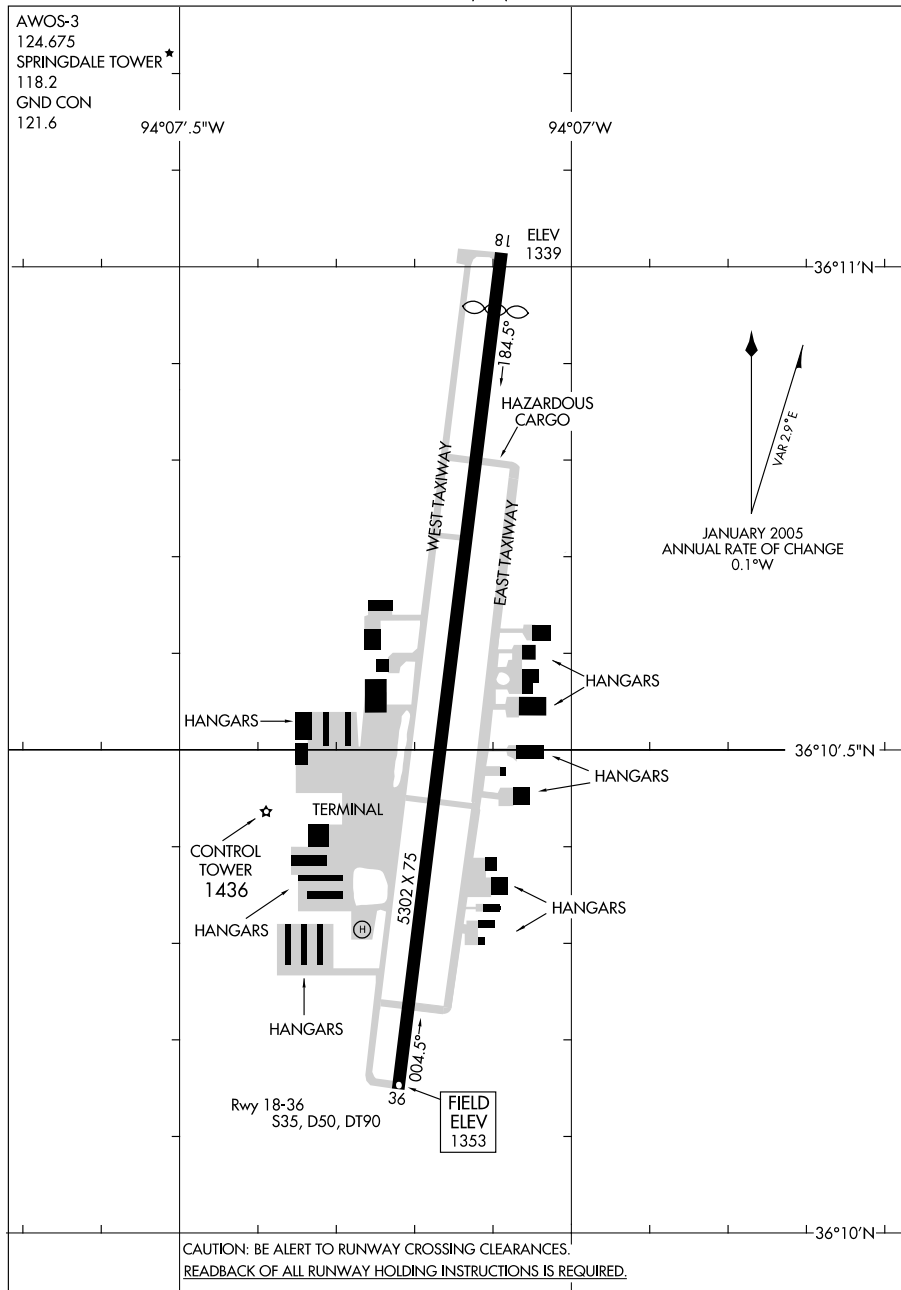
SHREVEPORT, LOUISIANA  
SHREVEPORT RGNL (SHV)



06215

## AIRPORT DIAGRAM

AL-5165 (FAA)

SPRINGDALE MUNI (ASG)  
SPRINGDALE, ARKANSAS

## AIRPORT DIAGRAM

06215

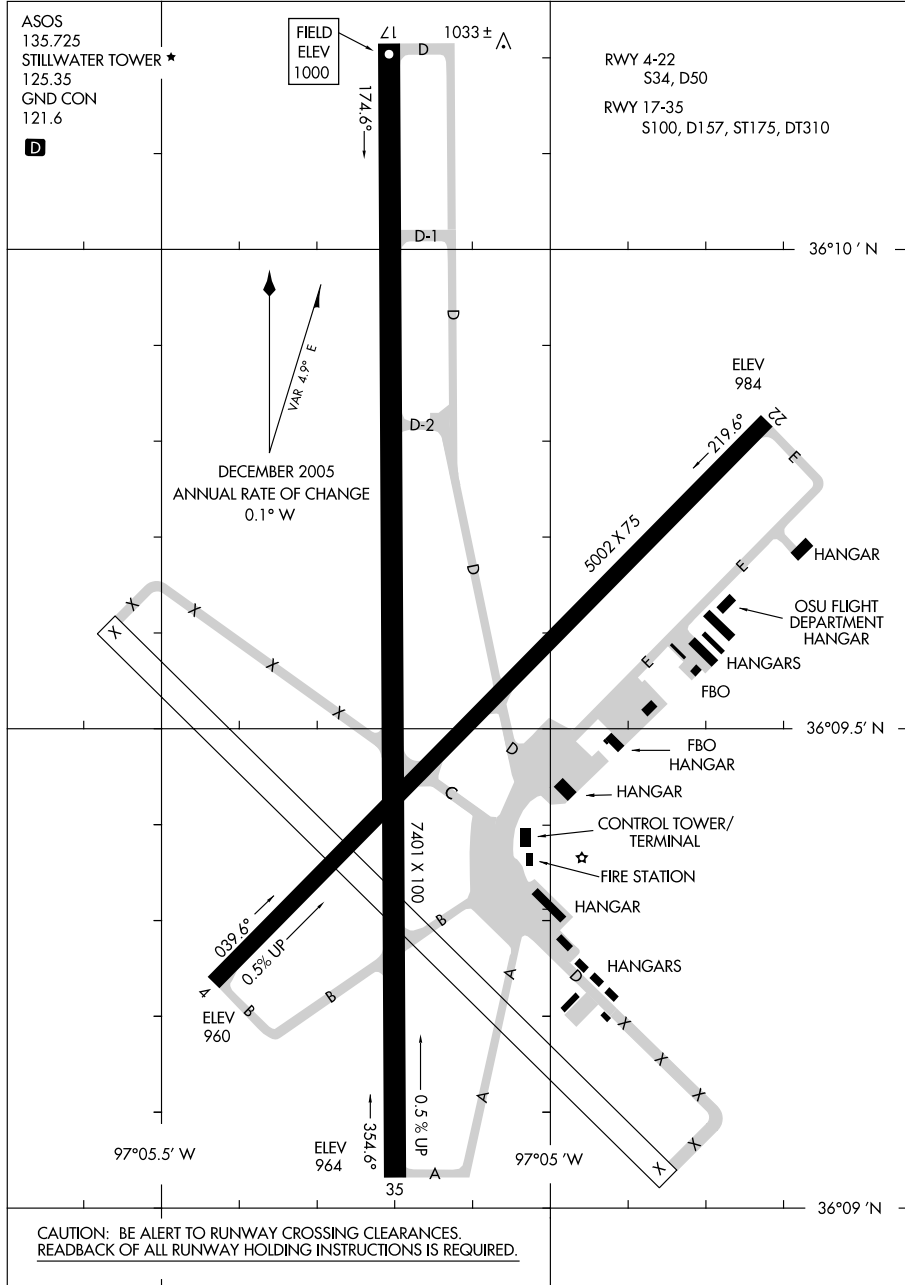
SPRINGDALE, ARKANSAS  
SPRINGDALE MUNI (ASG)

09183

# AIRPORT DIAGRAM

AL-5151 (FAA)

STILLWATER RGNL (SWO)  
STILLWATER, OKLAHOMA



# AIRPORT DIAGRAM

09183

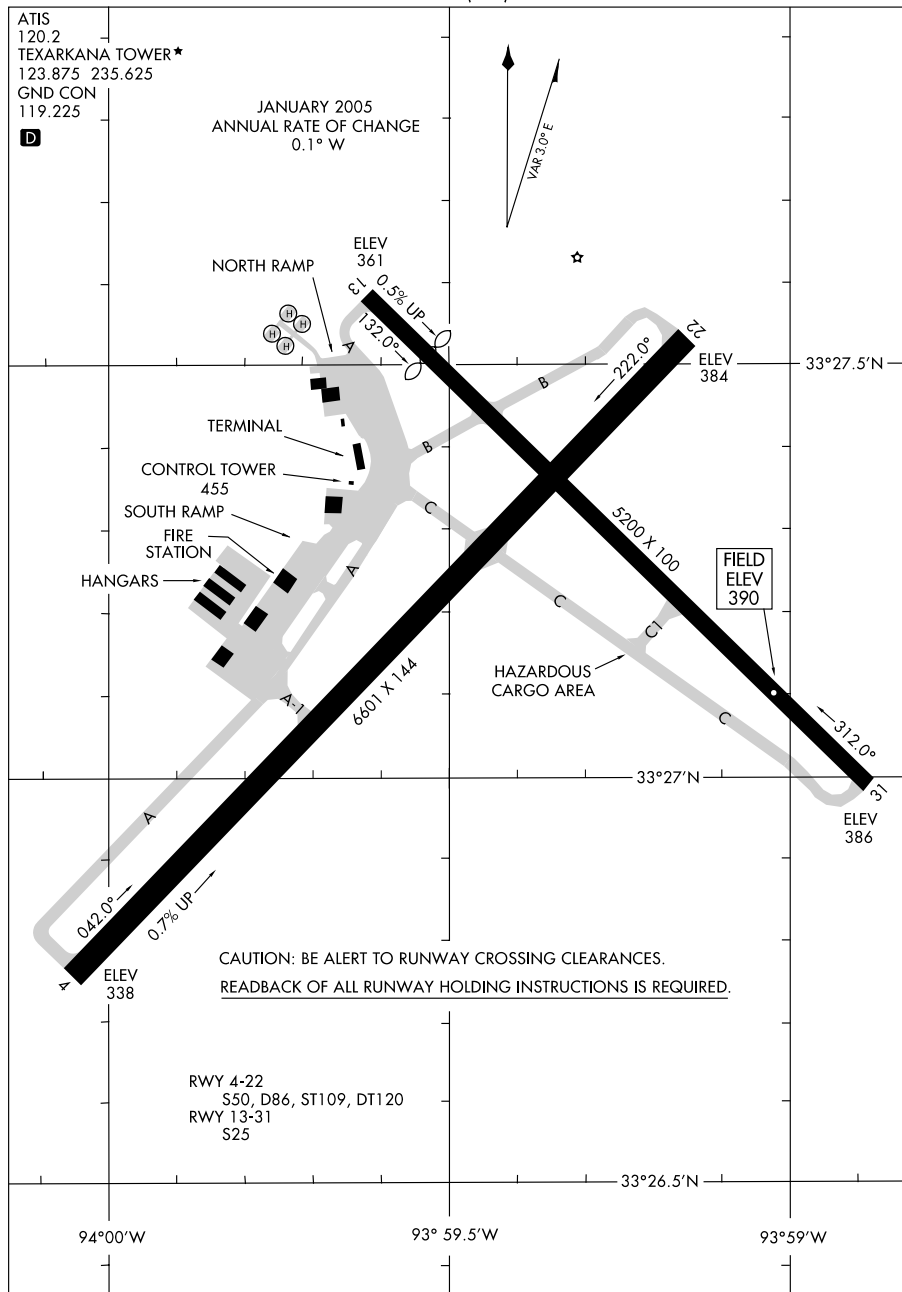
STILLWATER, OKLAHOMA  
STILLWATER RGNL (SWO)

09071

## AIRPORT DIAGRAM

 TEXARKANA RGNL-WEBB FIELD (TXK)  
 TEXARKANA, ARKANSAS

AL-420 (FAA)



## AIRPORT DIAGRAM

09071

 TEXARKANA, ARKANSAS  
 TEXARKANA RGNL-WEBB FIELD (TXK)

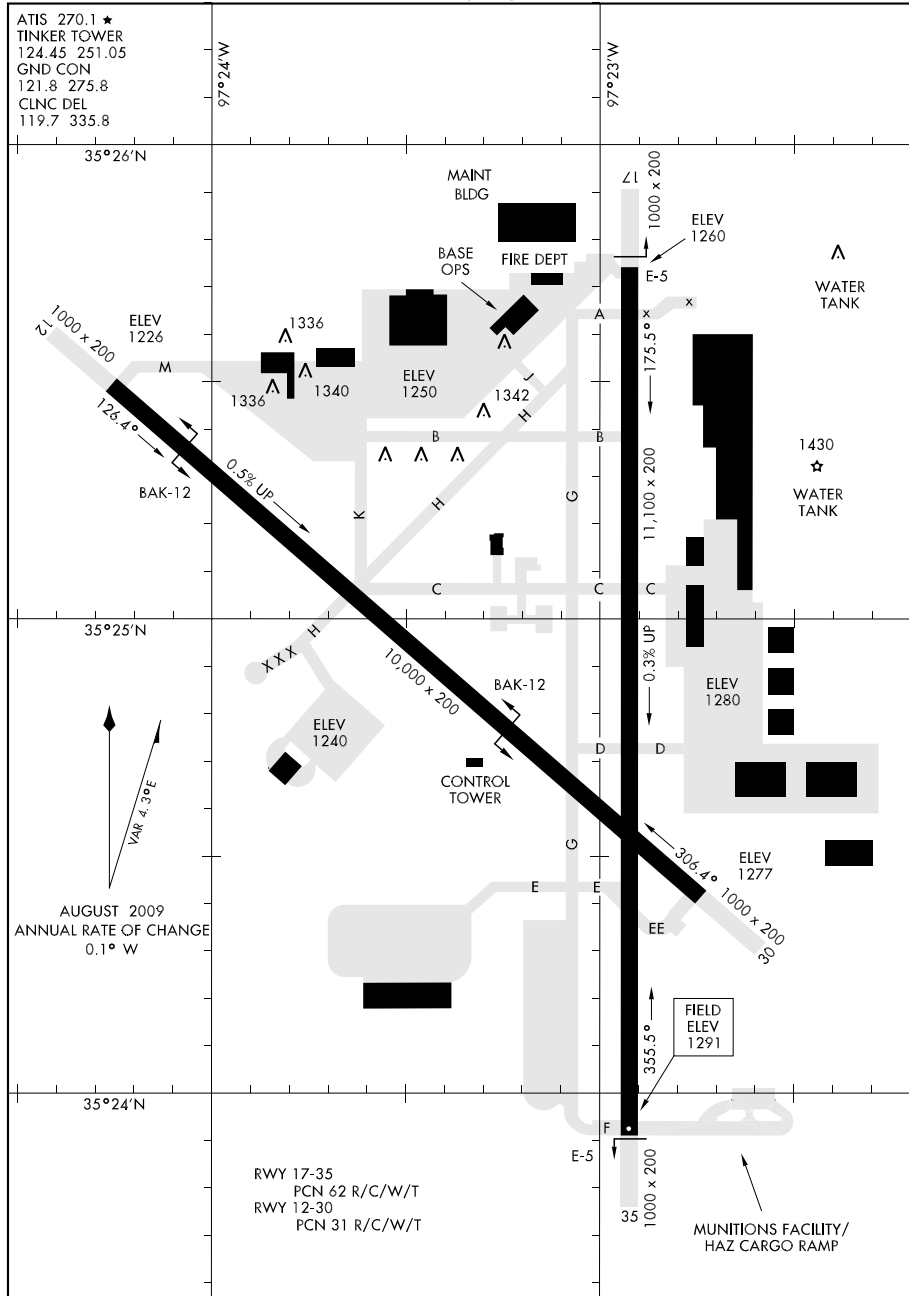
09239

## AIRPORT DIAGRAM

AFD-299 [USAF]

TINKER AFB (KTIK)

OKLAHOMA CITY, OKLAHOMA



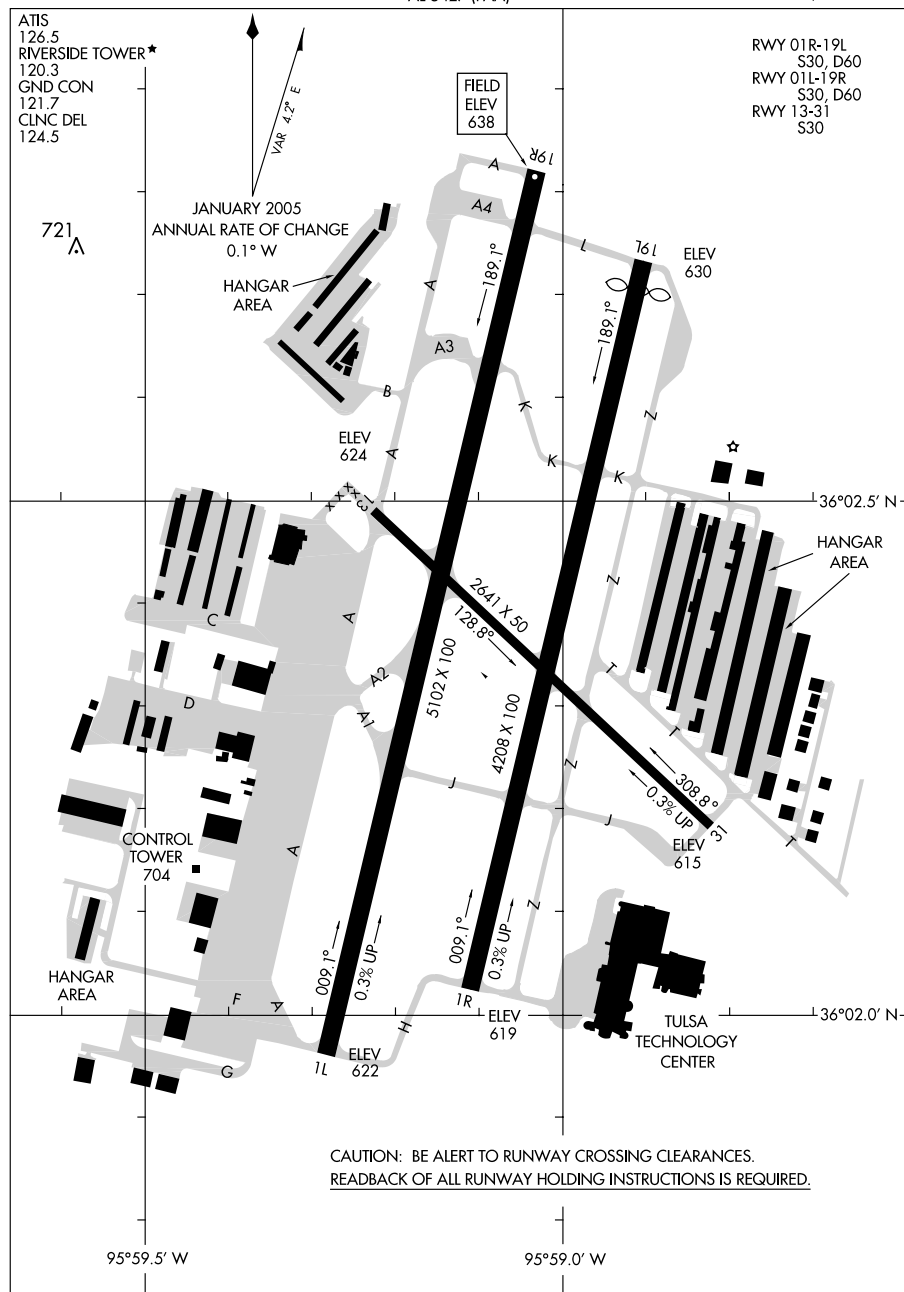
## AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA  
TINKER AFB (KTIK)

09295

## AIRPORT DIAGRAM

AL-5427 (FAA)

TULSA/RICHARD LLOYD JONES JR. (RVS)  
TULSA, OKLAHOMA

## AIRPORT DIAGRAM

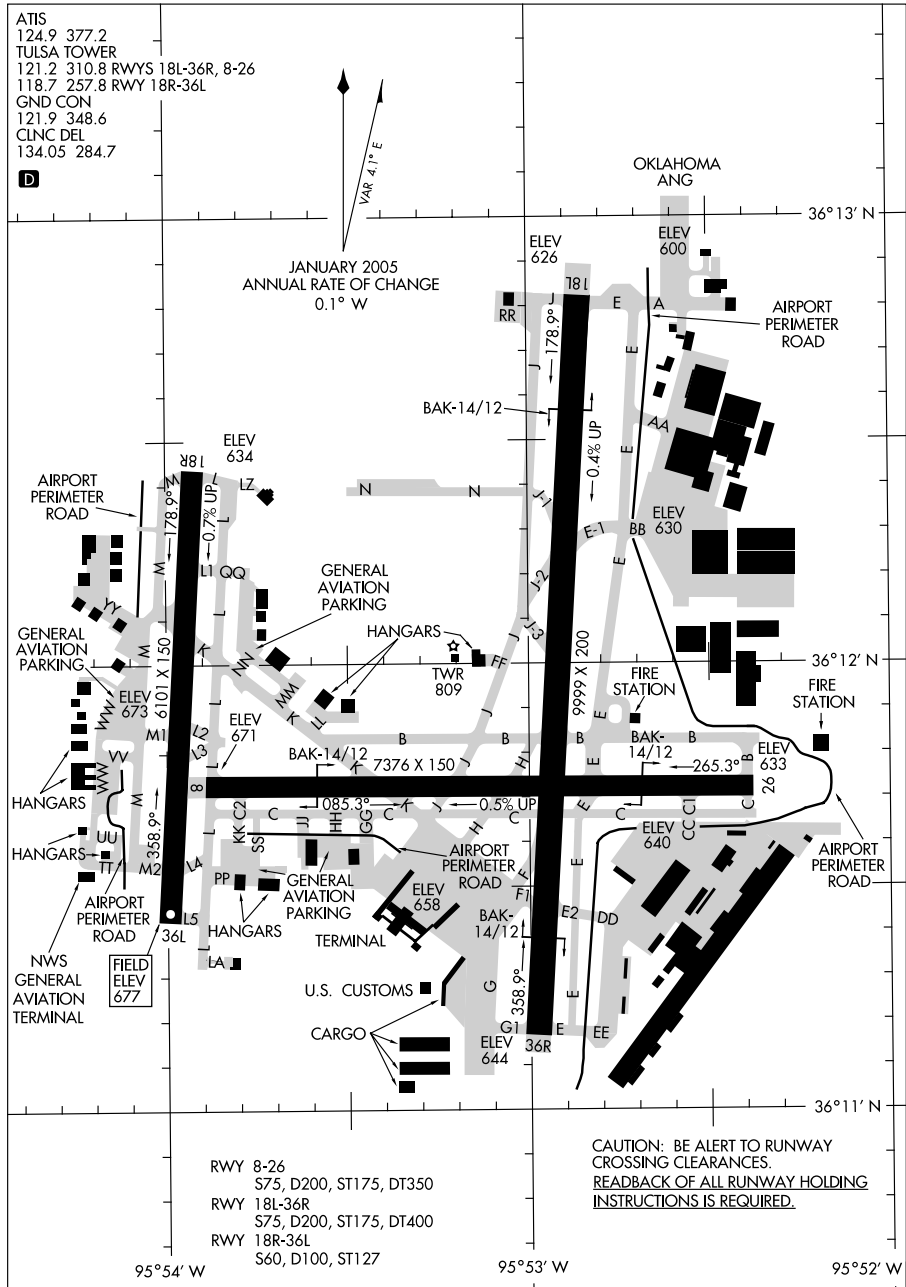
09295

TULSA, OKLAHOMA  
TULSA/RICHARD LLOYD JONES JR. (RVS)

09351

## AIRPORT DIAGRAM

AL-432 (FAA)

TULSA INTL (TUL)  
TULSA, OKLAHOMA

## AIRPORT DIAGRAM

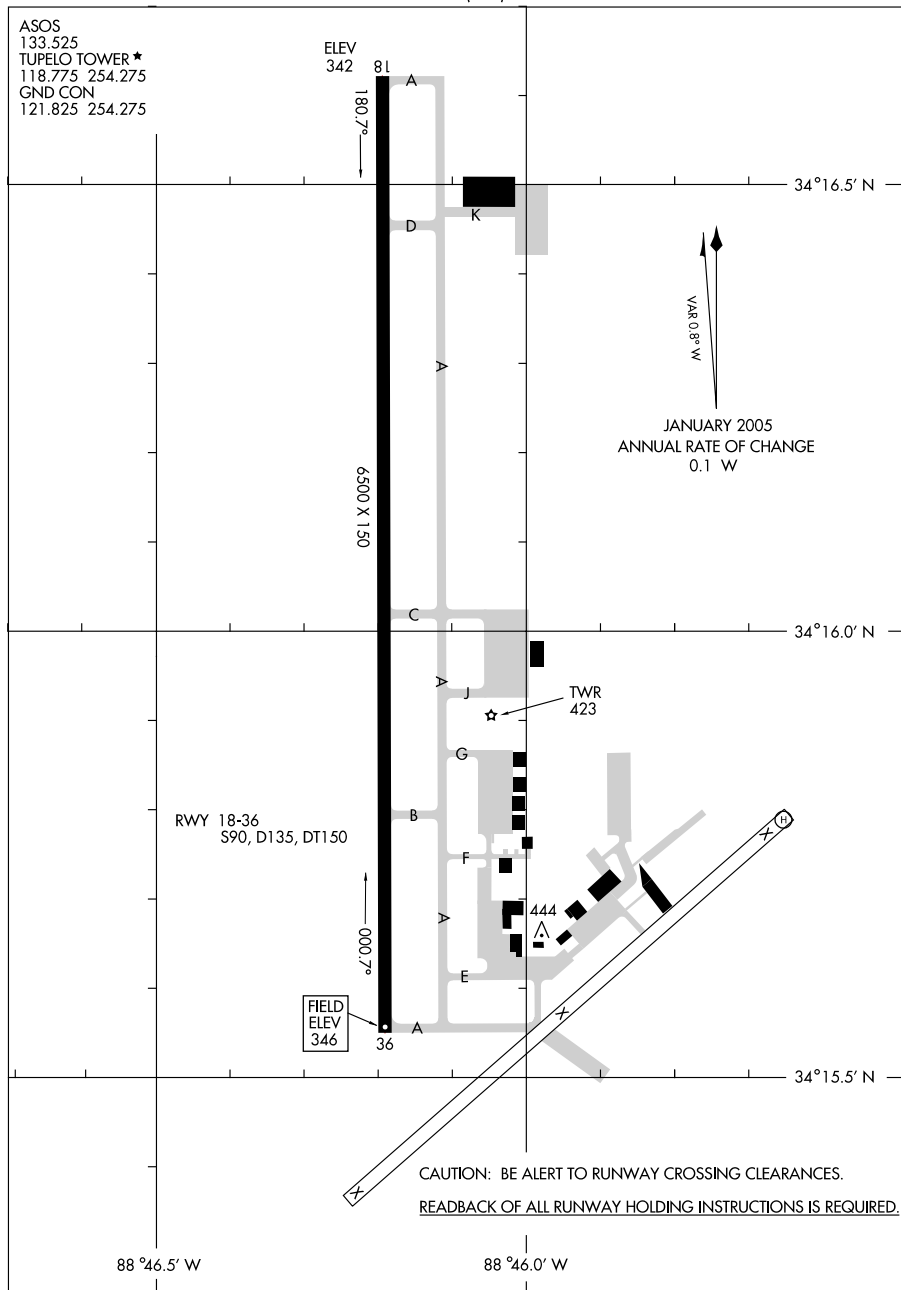
09351

TULSA, OKLAHOMA  
TULSA INTL (TUL)

09183

## AIRPORT DIAGRAM

AL-854 (FAA)

TUPELO RGNL (TUP)  
TUPELO, MISSISSIPPI

## AIRPORT DIAGRAM

09183

TUPELO, MISSISSIPPI  
TUPELO RGNL (TUP)

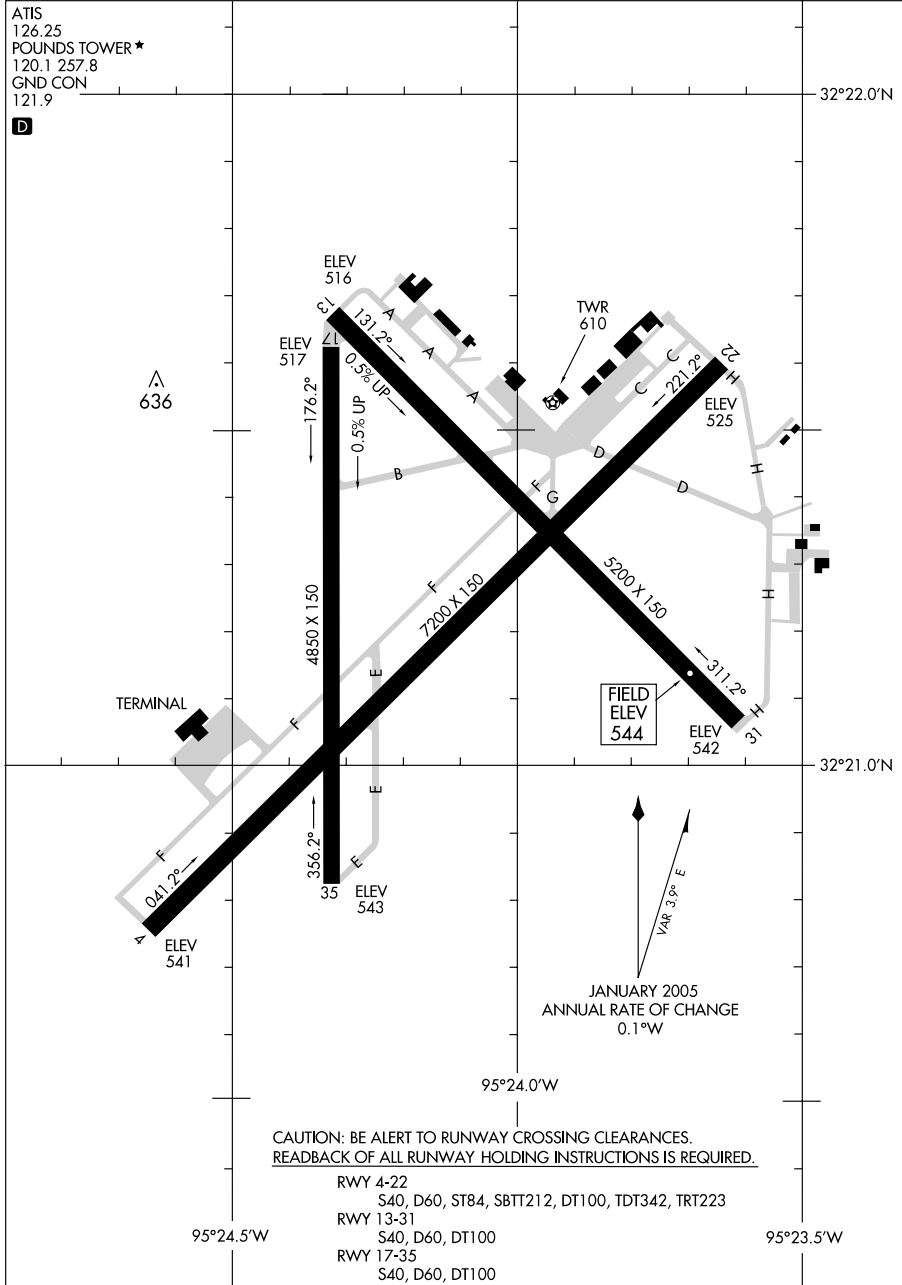
09295

# AIRPORT DIAGRAM

AL-622 (FAA)

TYLER POUNDS RGNL (TYR)

TYLER, TEXAS



# AIRPORT DIAGRAM

09295

TYLER, TEXAS

TYLER POUNDS RGNL (TYR)



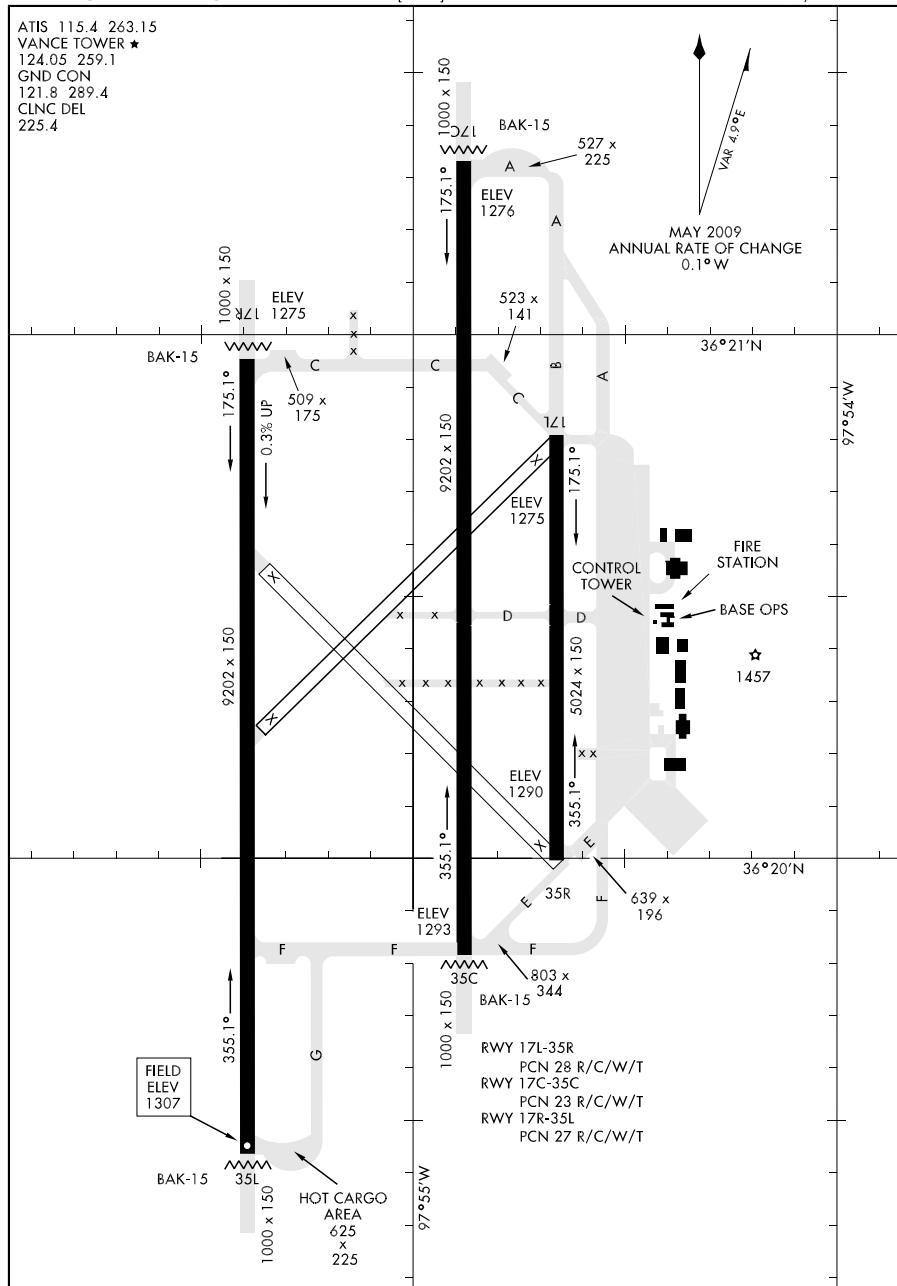
09127

## AIRPORT DIAGRAM

[USAF] AFD-135

VANCE AFB (KEND)

ENID, OKLAHOMA



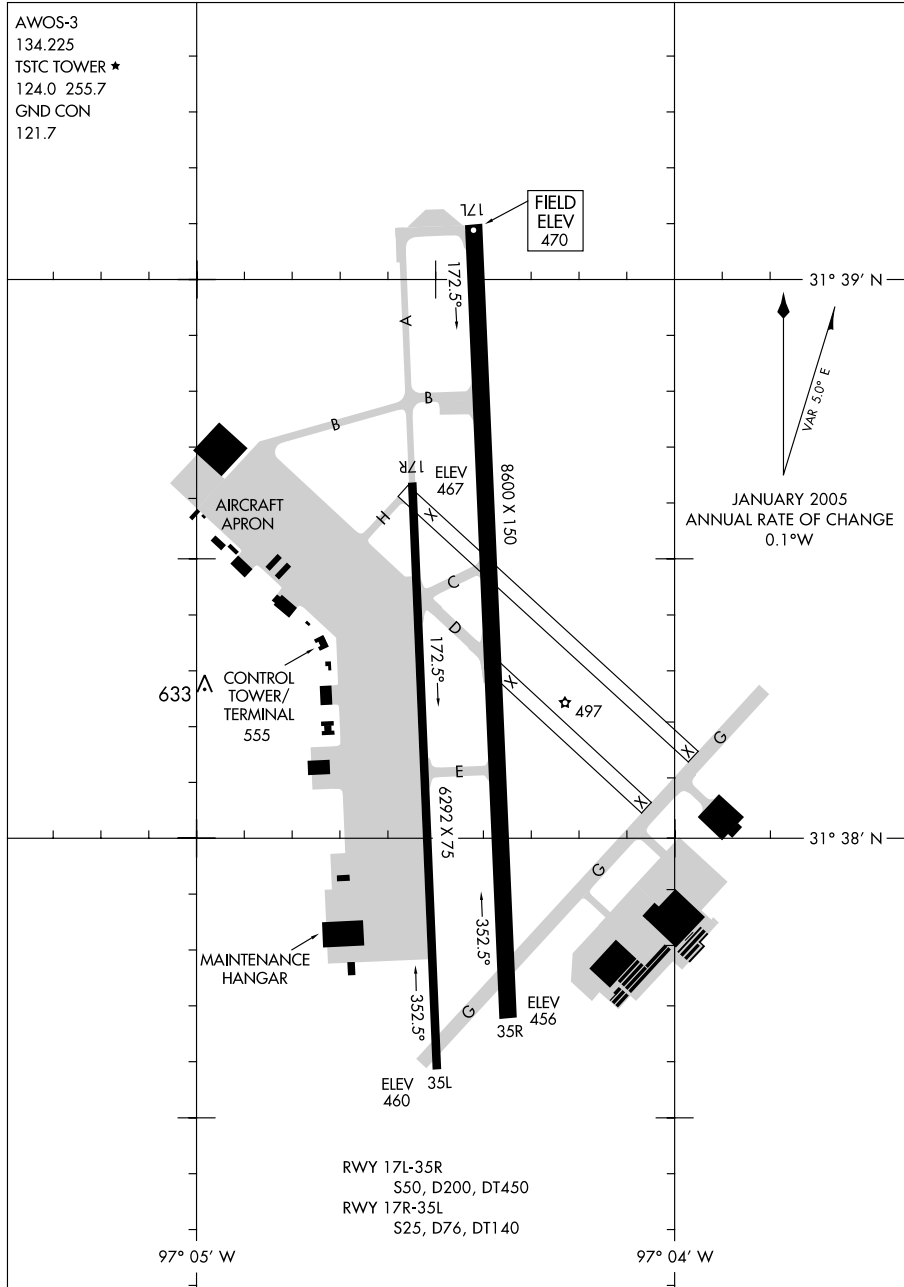
## AIRPORT DIAGRAM

 ENID, OKLAHOMA  
 VANCE AFB (KEND)

09351

## AIRPORT DIAGRAM

AL-579 (FAA)

WACO/TSTC WACO (C'NW)  
WACO, TEXAS

## AIRPORT DIAGRAM

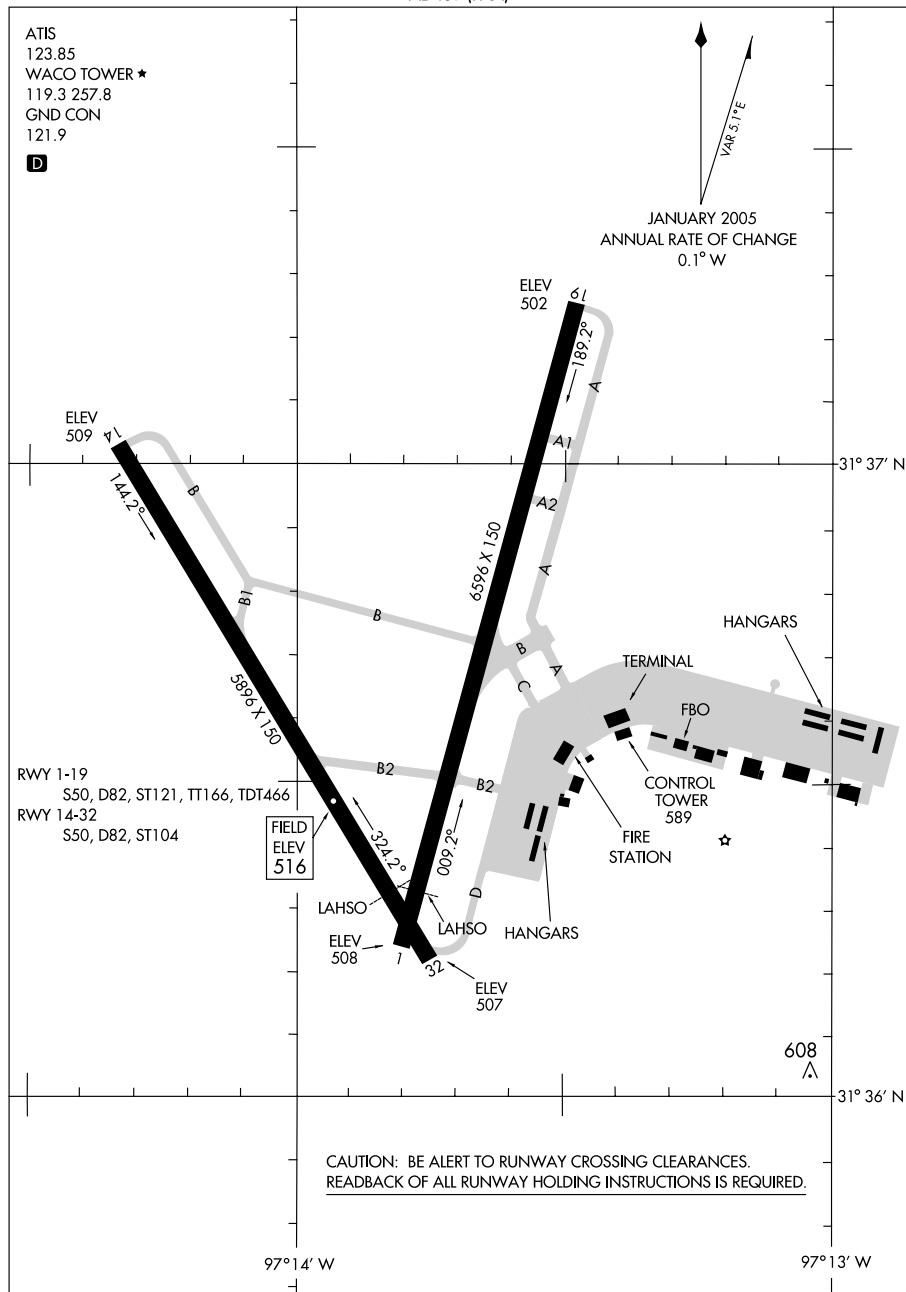
09351

WACO, TEXAS  
WACO/TSTC WACO (C'NW)

09295

## AIRPORT DIAGRAM

AL-439 (FAA)

WACO RGNL (ACT)  
WACO, TEXAS

## AIRPORT DIAGRAM

09295

WACO, TEXAS  
WACO RGNL (ACT)

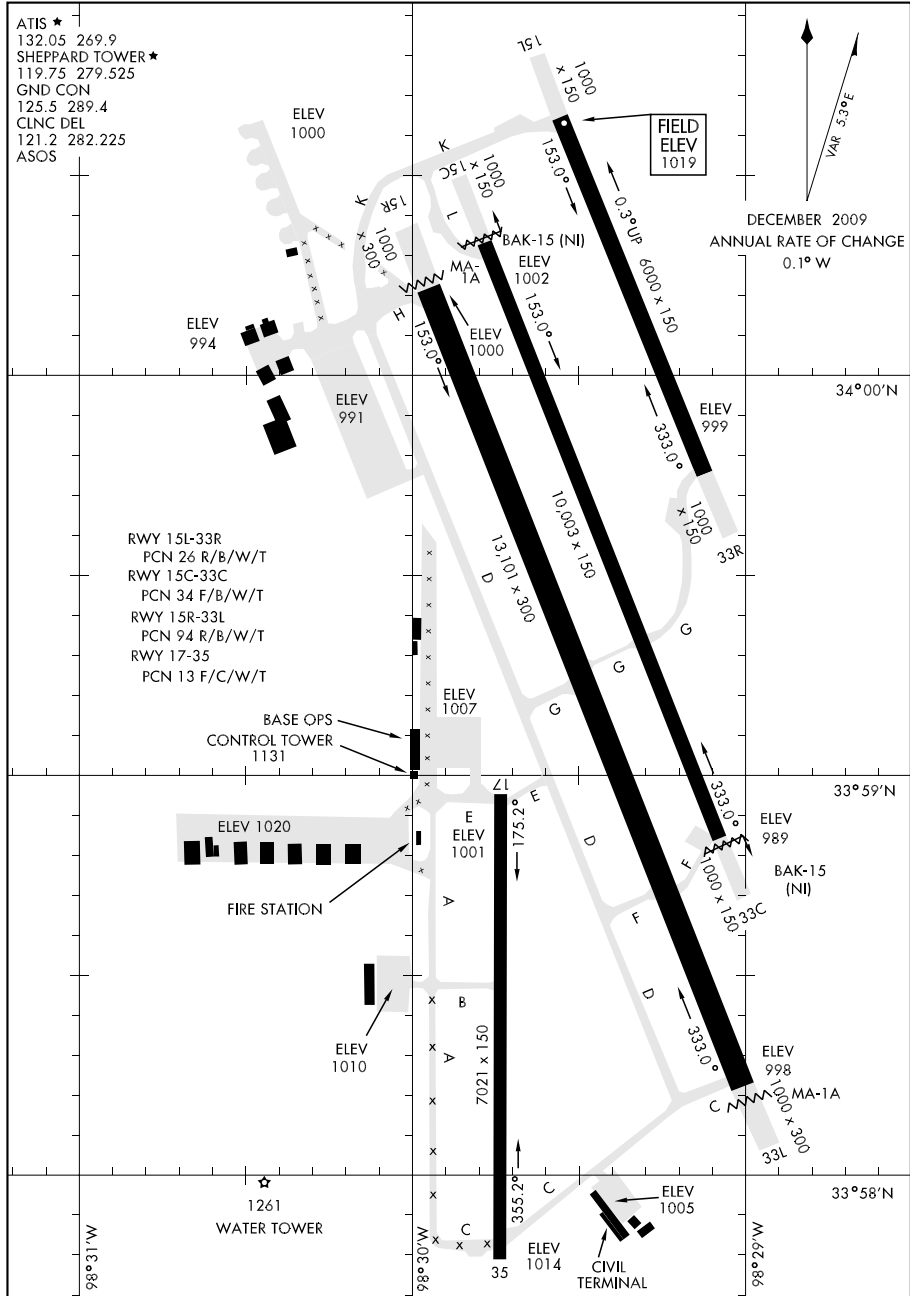
09351

## AIRPORT DIAGRAM

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

AFD-454 [USAF]

WICHITA FALLS, TEXAS



## AIRPORT DIAGRAM

WICHITA FALLS, TEXAS

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

NATIONAL WEATHER SERVICE (NWS)  
UPPER AIR OBSERVING STATIONS (UAOS)  
AND  
WEATHER RADAR NETWORK

